The China Mail.

ESTABLISHED 1845

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T. MATSUKI, Manager, Hongkong,
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Hongkong, April 25, 1906. 816

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Hongkong, May 18, 1906. 1024

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Hongkong, July 14, 1906. 1412

Intimations.

MAGISTRACY.

NO. 702.—A MEETING of HIS MAJESTY'S JUSTICES of the PEACE will be held at the Magistracy, at 2.15 P.M., on TUESDAY, the 28th August, 1906, for the purpose of considering the following application under the Liquor Licences Ordinances, 1898, viz:—

To permit one GEORGE GREEN to remove the business now carried on by him under a Publican's Licence on premises numbered 21, Pottinger Street, under the sign of 'THE CRITERION HOTEL,' to premises numbered 98-100, Queen's Road Central.

H. H. J. GOMPERTZ,
Police Magistrate.

Hongkong, August 18, 1906. 1645

E. R.

EVENING CONTINUATION CLASSES.

EVENING CLASSES for Instruction in Commercial, Engineering, and Science Subjects will be held at QUEEN'S COLLEGE, commencing WEDNESDAY, October 3rd.

Particulars and Prospectus may be obtained on application to the Undersigned, or at the Registrar General's Office.

W. H. WILLIAMS,
Organizing Secretary.

Hongkong, August 16, 1906. 1633

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.

Hongkong, July 7, 1906. 1381

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THE new and fast Twin-Screw Steamer *SAN OHEUNG,* 951 Tons, Captain J. McGINTY, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days leaving Canton at 5 P.M. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare $3 each way. Second-class, $1.00 each way. Meals, $1 each.

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FARES:—Week Day 1st Class, including cabin and servant, Single $3,—Return Ticket $5. 2nd class $1, 3rd Class 50 Cents.

On and after SUNDAY, the 29th Inst., (inclusive) the SUNDAY FARES will be:—
1st Class Single $1.00, with Cabin $2.00.
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3rd Class Single...40 Cents, Return 60 Cts.
Steerage 20 Cents each trip.

Any Meals can be supplied on Board at a charge of $1.00 per Meal.

First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

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Hongkong, August 13, 1906. 1084

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Intimations.

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Hongkong, July 23, 1906. 1493

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2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, with use of Electric Lift.

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HOUSES on the ROBINSON ROAD Level, Cheap Rentals.

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5 ROOMS on Top Floor of 15, QUEEN'S ROAD CENTRAL (over Caldbeck Macgregor).

CHURCH MISSION PEAK BUNGALOW (Furnished) from 1st October, 1906, to 31st May, 1907.

No. 1, BEACONSFIELD ARCADE Corner house facing the Parade Ground.

Apply to
LINSTEAD & DAVIS,
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Hongkong, August 16, 1906. 1148

TO LET.

(EITHER IN WHOLE OR IN PART).

'THE ACACIAS' and 'THE GROVE,' having 26 Rooms with detached out-houses and kitchens, situated in ROBINSON ROAD, Kowloon.

Well ventilated, with Electric Lights and Bells completly installed.

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E. M. HAZELAND,
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or to
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Hongkong, July 18, 1906. 1520

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Full particulars, apply to
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Hongkong, June 27, 1906. 1531

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2 FURNISHED ROOMS. Either separately or together. Electric Light and Fans. Board can be had with the family.

Apply to '7207,'
Care of 'CHINA MAIL' Office.

Hongkong, August 10, 1906. 1600

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A HOUSE in KNUTSFORD TERRACE, KOWLOON.

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Hongkong, August 1, 1906. 1541

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Hongkong, May 10, 1906. 1533

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FLATS in MORETON TERRACE.

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Hongkong, August 15, 1906. 1534

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'WOODBURY' GARDEN ROAD, Kowloon.

2ND FLOOR, No. 12, QUEEN'S ROAD CENTRAL.

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LEIGH & ORANGE,
1, Des Voeux Road.

Hongkong, July 12, 1906. 1525

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TO BE LET OR SOLD.

WITH IMMEDIATE POSSESSION—IN WANCHAI ROAD.

GODOWN, built of brick with tiled roof, just thoroughly repaired—about 4000 sq. ft. space, concrete flooring.—Suitable for Storage of any kind of merchandise.

Apply to 'K.,'
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Hongkong, May 29, 1906. 1528

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Apply to
DOUGLAS LAPRAIK & CO.

Hongkong, June 14, 1906. 1527

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TO LET.

NO. 2, WEST END TERRACE.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.

Hongkong, July 5, 1906. 1521

TO LET.

5 and 6, GRANVILLE AVENUE, Kowloon.

HOUSES in AUSTIN and SALISBURY AVENUES, Kowloon.

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HUMPHREYS' ESTATE & FINANCE CO., LD.,

Hongkong, June 23, 1906. 1522

TO LET.

HOUSES in ROSE TERRACE, ROBINSON ROAD, Kowloon. Terms Moderate—Immediate Possession.

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THE COMPRADORE,
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Hongkong, April 5, 1906. 1539

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TWO GODOWNS at EAST POINT, close to the Water, suitable for the Storage of any Cargo.

Floor Area 6,100 square feet each.

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TO LET.

NO. 2, OLD BAILEY.

Apply to
ARRATOON V. APCAR & CO.,
45, Wyndham Street.

Hongkong, July 14, 1906. 1526

TO LET.

'BELLEVUE,' Peak Road, 6 ROOMED HOUSE, Unfurnished, with immediate possession.

No. 4, CONDUIT ROAD, A 5-Roomed House, with Photographer's Dark Room (fitted), Servants' Quarters separate. Splendid view of the Harbour. Immediate possession.

Apply to
PEROY SMITH & SETH,
5, Queen's Road Central.

Hongkong, August 13, 1906. 1523

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.

Hongkong, August 1, 1906. 1549

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TO LET.

TWO ROOMS, on the Ground Floor of the Annex, from date, suitable for Offices. Anyone disposed to offer for the same please apply to

C. H. GRACE,
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Hongkong, May 26, 1906. 1535

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FURNISHED

FOR 6 Weeks from the middle of September, 5-ROOMED BUNGALOW, at Peak.

Apply 'G.,'
Care of 'CHINA MAIL' OFFICE.

Hongkong, August 15, 1906. 1622

IS OUR EARTH HOLLOW?

An American Professor's Theory.

(Concluded.)

Manch, another polar explorer, writing of the aurora borealis says that its appearance was accompanied by so much dust, dirt and smoke that it obscured the light several hours. What could this be but evidence of an internal volcano?

Again Greely writes that during an auroral display he saw "a regular cone and clouds emanating from the summit of the cone, in the form of sharply defined spasmodic puffs, such as are seen at times issuing from the smoke tack of a locomotive." Was not this in all probability a reflection of a volcano?

Where are icebergs formed, and how?

They come from rivers in the interior of the earth which form on emerging in the Arctic Circle. The mouth of the stream freezes, and the water, continuing to pass over it freezes as it flows and continually increases the ice. This prevails for months until owing to the Summer, the warmth from the earth and the warm rains passing down to the sea, the bergs are thawed loose and washed into the ocean. Icebergs cannot be formed on earth, for the reason that it is colder inland than at the mouth of a stream; hence the mouth would be the last to freeze and the first to thaw. Under those conditions icebergs could not be formed.

For the last three hundred years a steady stream of explorers have been trying to reach the Poles, and the shores of the Arctic and Antarctic regions have been travelled by thousands, but during that time no one has ever seen an iceberg leaving its original location and plunging into the ocean. The reason that mention of such an occurrence has never been recorded is that it has never been seen. They come from the interior.

RIVERS FROM THE INNER EARTH.

Professor Reed undertakes to show that they could not be formed in the polar regions, because there is not enough water. There is a great ice barrier at the south that was produced by a river flowing from the interior of the earth. The river must be twenty five hundred feet deep, fifty miles across and from four to five hundred miles long for those are the present dimensions of the barrier. Probably the barrier took thousands of years to freeze, and was released only when some burning volcano reached a point near enough to thaw it loose.

What produces tidal waves,

Many are started by icebergs leaving the place where they were formed and plunging into the ocean. This answer is the most reasonable one because nothing else can produce one-hundredth part of the commotion of a monster iceberg when it plunges into the ocean.

Every Arctic explorer speaks of waves of terrific force that occur suddenly in calm weather without wind or any apparent cause. Melville, on the Jeanneite, speaks of them making a noise that "curdled the blood." To Professor Reed they are clearly caused by icebergs produced by the internal rivers.

Why do meteors fall more frequently near the Poles, and whence do they come?

If the earth be solid, no one can answer this question; if hollow, it is easily answered. Some volcano is in eruption in the interior of the earth, and from it rocks are thrown into the air.

"Far in the west falls shower after shower of stars," writes Nansen, "some faint, scarcely visible others bright, like Roman candles, all with a message from distant worlds."

Commenting on this professor Reed affirms that shooting stars are just burning stones, just plain rocks thrown out from the earth by an exploding volcano. An aurora may not always appear when these rocks fall, because there may be no flame, or the flame may be so small as to be obscured by the smoke. It is as absurd to call burning stones "shooting stars" as it would be to call a firefly the sun, or a microbe an elephant. If they are chips of comets or stars, why should they nearly all fall in the neighborhood of the Poles?

Why is there colored snow in the Arctic region?

The red, green and yellow are caused by vegetable matter permeating the ice with

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Hongkong, June 1, 1906. 1149

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FOR SALE.

THE ENGINES and FITTINGS from steamer *Alava* lying at Yaumati Bay. Cylinders 26" x 52" x 36".

Apply RITCHIE & CO.,
13, Beaconsfield Arcade.

Hongkong, August 22, 1906. 1667

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THE PROPERTY OF CAPTAIN W. ARBUTHNOT LESLIE, A.D.C.

ROAN PONY 'LYDDITE,' fast and a good hack. Has played Polo. Warranted sound. Price $150.00.

Apply to 'A. D. C.,'
GOVERNMENT HOUSE.

Hongkong, August 21, 1906. 1663

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BARGAINS in DRESS MATERIALS, LACES, STOCKINGS, SHOES, and a hundred other things may be had at

HAJEE & CO.'S,
12, D'AGUILAR STREET.

The whole stock will be sold at cost or under, as larger and more convenient premises have been taken, which will be opened with entirely New Stock.

Hongkong, August 1, 1906. 1548

such density that when it falls with the snow it colors it. This vegetable matter is supposed to be the blossom or pollen of a plant. As it does not grow on earth, one must naturally believe that it must grow in the interior. Black snow is caused by a black dust consisting of carbon and iron and supposed to come from a burning volcano. As no burning volcano is near the Arctic Ocean, it also must come from the interior of the earth.

Why is it warmer near the Poles than six hundred to one thousand miles away from them?

Because the region in which polar explorers have noticed a warmer temperature is really in the interior of the earth, where the climate is always mild.

Professor Reed has collected many observations from explorers, showing that near the 60th degree north latitude the climate becomes much warmer than it is farther south. This is simply because they are turning into the interior.

Nansen in his second volume, page 826, tells me. "This island we came to seemed to me to be one of the most lovely spots on the face of the earth. A beautiful flat beach, an old strand lined with shells strewn about, a narrow belt of clear water along the shore, where snails and sea urchins (Echinus) were visible at the bottom, and amphipoda were swimming about. In the cliffs overhead were hundreds of screaming little auks, and beside us the snow-buntings fluttered from stone to stone with their cheerful twitter. Suddenly the sun burst forth through the light, fleecy clouds, and the day seemed to be all sunshine. Here was life and fair land; we were no longer on the eternal drift-ice. At the bottom of the sea just beyond the beach I could see whole forests of seaweed (Laminaria and Fucus). Under the cliffs here and there were drifts of beautiful rose-colored snow."

Why is the polar ice filled with rock, gravel and sand?

These substances come from an exploding volcano in the interior of the earth near where the iceberg is formed. As they fall during all seasons of the year, they appear, of course, in all stages, from the time the stream first freezes over until the iceberg passes into the ocean. Greely mentions rocks weighing many tons resting on ice or imbedded in it. How could they have been placed in those positions except by volcanic action?

Why does the compass refuse to work near the Poles?

Because the explorer at the farthest North is turning into the interior of the earth and the Pole is then over his head, so that the compass behaves in such an erratic manner that it is almost useless.

As soon as you arrive at 6 degrees north latitude the compass will rise to the top of the glass as far as it can go. Assuming that the curve into the earth begins here, the action of the needle is explained by the fact that it is pointing to a spot in the centre of the open space and more or less above the head of the traveller. The result is that the compass becomes useless, and the explorer, instead of pushing on into the interior, moves east or west and finally turns back, discouraged by natural obstacles and the mysterious phenomena which he has never been able to fathom. I. the explorer were to accept the theory that the earth is hollow and the polar region a hole, Professor Reed believes that the mighty problem of the Pole would be immediately solved and the interior of our planet rendered accessible.

Hotels.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell, for account of the Concerned, within their Residence, No. 18, HOLLYWOOD ROAD,

on

SATURDAY,

the 25th August, 1906, at 2.30 p.m.

The Whole of the FURNITURE, consisting of BRASS BEDSTEADS, BEVELLED GLASS WARDROBES, MARBLE-TOP WASHSTANDS, PICTURES, VALUABLE WALL PLATES, CROCKERY, etc., etc.; also
One HARMONIUM (new).
TERMS:—As usual.
Catalogues will be issued.
On View from Friday, 24th August.
F. KIENE,
Auctioneer.
Hongkong, August 18, 1906. 1640

BY ORDER OF THE MORTGAGEE.

MESSRS HUGHES & HOUGH have received instructions to sell by
PUBLIC AUCTION.
on

TUESDAY,

the 28th day of August, 1906, at 3 P.M., at their SALES ROOMS, No. 8, Ice House Street, Victoria, Hongkong,—
The following
VALUABLE LEASEHOLD PROPERTY
which will be put up for sale in Two Lots:—

Lot 1.—All that piece or parcel of ground situate at Victoria, in the Colony of Hongkong, and registered in the Land Office as Inland Lot No. 1603, together with the messuage or tenement thereon known as No. 4, WA HING LANE. The Property is held for the residue of the term of 999 years created by the Crown Lease thereof at the yearly rent of $2.00.

Lot 2.—All that piece or parcel of ground situate at Victoria, in the Colony of Hongkong, and registered in the Land Office as No. 1604, together with the messuage or tenement thereon known as No. 3, WA HING LANE. The Property is held for the residue of the term of 999 years created by the Crown Lease thereof at the yearly rent of $2.00.

Particulars and Conditions of Sale may be obtained of
O. D. THOMSON,
Vendor's Solicitor.
4, Ice House Street,
and of the AUCTIONEERS.
Hongkong, August 14, 1906. 1615

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,
on

WEDNESDAY,

the 29th August, 1906, commencing at 11 A.M., at his SALES ROOMS, DUDDELL STREET,—
A QUANTITY OF
LADIES' DRESS MATERIAL, UNDERWEAR & MILLINERY, &c.,
Comprising:—
ALPACA SKIRTS, WHITE SKIRTS, MOIREEN SKIRTS, MOIRETTE SKIRTS, SILK SKIRTS, COSTUME SKIRTS, &c., &c.
LACE CHEMISES, COMBINATIONS, KNICKERS, BLOUSES, COLLARS, &c., &c.
COLOURED NUN'S VEILINGS, MERCERISED SATEENS, FANCY DRESS MATERIAL, &c., &c.
LADIES' TRIMMED and UNTRIMMED HATS, &c.
LADIES' BOOTS and SHOES, &c.
LADIES' SUNSHADES, &c.
SERGES IN SUIT LENGTHS.
TERMS:—As Customary.
On view from Tuesday, 28th August, 1906.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, August 22, 1906. 1675

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS HUGHES & HOUGH have instructions to sell by Public Auction,
on

WEDNESDAY,

The 29th August 1906 at 12 o'clock Noon at their SALE ROOMS in Ice House Street
In One Lot
THE VALUABLE LEASEHOLD PROPERTY
Registered in the Land Office as Sections A. and C. of Subsection No. 6 of Section A. Inland Lot No. 120 with the premises thereon known as Nos. 23 and 25 Elgin Street. The total area of the above property is 1638 square feet. The total Crown Rent is $5.94.
Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors.
Messrs DEACON, LOOKER AND DEACON,
1, Des Voeux Road Central,
And from the AUCTIONEERS.
Hongkong, August 22, 1906. 1674

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE:—HONGKONG.

AUTHORISED CAPITAL.....£699,475.
PAID-UP CAPITAL.....£202,625.
CAPITAL RESERVE FUND .....£ 12,735.
RESERVE FUND.....$150 000.

INTEREST allowed on Current Account at the Rate of 2% per annum on the Daily Balances.
On Fixed Deposits for 12 month 5 per cent.
" " " " 6 " 4
" " " " 3 " 3
G. C. MOXON,
Managing Director.
Hongkong, April 19, 1906. 802

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... ... " 21,000,000
CAPITAL UNCALLED ... " 3,000,000
RESERVE FUND ... ... " 10,307,000
SPECIAL RESERVE FUND. " 1,000,000
HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
TOKIO. KOBE. NAGASAKI.
LONDON. LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU. BOMBAY.
SHANGHAI. TIENTSIN. NEWCHWANG.
DALNY. PEKING. MUKEN.
PORT ARTHUR. CHEFOO. TIE-LING.
OSAKA.

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Parr's Bank, Limited,
The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.
On fixed deposits for 12 months, 5% per annum.
On fixed deposits for 6 months, 4% per annum.
On fixed deposits for 3 months, 3% per annum.
TAKEO TAKAMICHI,
Manager.
Hongkong, May 14, 1906. 589

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD $10,000,000
CAPITAL, PAID-UP.....GOLD $ 3,250,000
RESERVE FUND.....GOLD $ 3,250,000

HEAD OFFICE—NEW YORK.
LONDON OFFICE—THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
National Provincial Bank of England, Ltd.
Union of London and Smith's Bank, Ltd.
British Linen Company Bank.

BRANCHES & AGENTS ALL OVER THE WORLD.

THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent per annum.
For 6 " 4 per cent per annum.
For 3 " 3 per cent per annum.

No. 9, QUEEN'S ROAD CENTRAL,
HONGKONG.
H. PINCKNEY,
Manager.
20

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

CAPITAL SUBSCRIBED.....YEN 5,000,000
CAPITAL PAID-UP .....YEN 2,500,000

HEAD OFFICE:—TAIPEH, FORMOSA

BRANCHES AND AGENCIES:
Amoy. Kobe. Tainan.
Anping. Nagasaki. Tamsui.
Foochow. Osaka. Tokio.
Keelung. Shanghai. Yokohama.

HONGKONG OFFICE:
3, DES VŒUX ROAD.
Interest allowed on Current Account. Deposits received on terms which may be learnt on application.
D. TOEDOW,
Manager.
Hongkong, July 1, 1906. 21t

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND—
Sterling Reserve, $10,000,000
Silver Reserve ... 10,250,000
$20,250,000
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS:—
A. HAUPT, Esq.—Chairman.
G. H. MEDHURST, Esq.—Deputy Chairman
E. Goetz, Esq. | A. J. Raymond, Esq
Hon. Mr W. J. Gresson. | R. Shewan, Esq.
C. R. Lenzmann, Esq. | N. A. Siebs, Esq.
D. M. Nissim, Esq. | H. A. W. Slade, Esq
H. E. Tomkins, Esq.
ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.

ACTING MANAGER:
Shanghai—W. ADAMS OBAM.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
" 6 " 3½ " "
" 12 " 4 " "
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, August 20, 1906. 66

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application
INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the Hongkong and Shanghai Banking Corporation,
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, May 30, 1906. 1517

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED.....£1,125,000
PAID UP.....£ 562,500
RESERVE FUND.....£ 135,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.
ON FIXED DEPOSITS:—
For 12 Months .....4 %
" 6 " .....3½ %
" 3 " .....3 %
E. ORMISTON,
Manager.
Hongkong, April 21, 1906. 42

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £975,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %
T. P. COCHRANE,
Manager.
Hongkong, May 17, 1906. 46

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

PAID-UP CAPITAL } ...Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£ 417,000).

HEAD OFFICE IN AMSTERDAM.
HEAD AGENCY:—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Acheen) Telok-Semawe, (Acheen) Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.
LONDON BANKERS:—The Union of London and Smith's Bank, Limited.
The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per Annum on daily balances.
Fixed Deposits 12 months 4½% per Annum.
Do. 6 months 4 % Do.
Do. 3 months 3½% Do.
L. ENGEL, Agent.
Hongkong, February 28, 1906. 416

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
1379

Dr M. H. CHAUN,
THE Latest Method of the AMERICAN SYSTEM of DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
1388

SIEN TING,
Surgeon Dentist,
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE
Consultation Free.
628

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity *	despatch-vessel	1700	12	3000	Comdr E. La T. Loutham	Shanghai
Astræa	cruiser, 2nd class	4360	10	9000	Captain S. L. Vaughan Lee	Hongkong
Bramble	river gunboat	710	2	900	Lieut.-Comdr. Davidson	Yangtsze
Argonaut	cruiser, 1st class	13,440	—	—	Capt. E. H. Smith	On way home
Britomart	river gunboat	710	2	900	Lieut.-Comdr. Bamber	Yangtsze
Cadmus	sloop	1070	6	1400	Comdr. Luard	Hongkong
Cherub	water tank and tug	390	—	300		Hongkong
Clio	sloop	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Hongkong
Diadem	cruiser, 1st class	11,000	16	6,500	Capt. H. W. Savory, R.N.	Japan
Fame	torpedo boat destroyer	360	6	5700	Lieut.-Comdr. Hughes	Hongkong
Flora	cruiser, 2nd class	4360	10	7000	Capt. Grant Dalton	
Handy	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. Cox	Japan
Hart	torpedo boat destroyer	275	6	4000	Lieut.-Com. Henniker Heaton	Japan
Janus	torpedo boat destroyer	280	6	3900	Lieut.-Comdr. W. H. Darwall	Japan
Kent	cruiser, 1st class	9000	14	22,000	Capt. De Horsey	Japan
King Alfred	cruiser, 1st class	14,000	14	20,000	Capt. Cecil F. Thursby, R.N.	Japan
Kinsha	river gunboat	616	4	1200	Lt.-Comdr. E. V. R. Dugmore	Yangtsze
Monmouth	cruiser, 1st class	9800	—	—	Capt. A. J. Tuke	Japan
Moorhen	river gunboat	180	2	800	Lt.-Com. R. E. Vaughan	West River
Otter	torpedo boat destroyer	350	6	6300	Lieut.-Comdr. J. Kiddle	Japan
Rambler	Surveying-vessel	835	6	650	Comdr. C. E. Moore	Hongkong
Robin	river gunboat	85	2	240	Lt.-Comdr. C. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. H. T. Attay	West River
Snipe	river gunboat	85	2	240	Lt.-Comdr. Lyne	Yangtsze
Taku	torpedo boat destroyer	250	6	6500	Reserve	Hongkong
Tamar	receiving ship	4650	6	—	Commodore Williams	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. E. Secretan	Yangtsze
Thistle	river gunboat	710	2	900	Lieut.-Comdr. West	Hongkong
Virago	torpedo boat destroyer	355	6	6300	Lieut.-Comdr. Stevenson	Japan
Waterwitch	surveying ship	620	—	460	Comdr. R. W. Glennie	Swatow
Whiting	torpedo boat destroyer	360	6	5900	Lieut.-Com. C. E. L. Thomas	Japan
Widgeon	river gunboat	195	2	800	Lt.-Comdr. G. B. Spicer-Simson	Upper Yangtsze
Woodcock	river gunboat	150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtsze
Woodlark	river gunboat	150	2	500	Lieut.-Com. Jno. F. Knox	Upper Yangtsze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Kaiser Franz Josef	Austro-Hungarian cruiser	4389	19	9000	Capt. Ferdenand Bublay	Shanghai
Panther	Austro-Hungarian cruiser	1350	12	6000	Captain E. Koerber	Yokohama
Achéron	French armoured gunboat	1796	10	1700	Lieut. Ferret	Haiphong
Adour	French receiving-ship	—	—	—	Lieut. Merle	Haiphong
Alouette	torpedo-boat	—	—	—	Commander Koribuel	Cape St. James
Argus	French gunboat	123	—	500	Lieut. Jeannel	Hongkong
Caronade	French gunboat	—	—	150	Lieut. Hue	Saigon
Decidée	French gunboat	645	10	1000	Lieut. L'Epée	Shanghai
Descartes	French cruiser	3985	14	5500	Comdr. Amet	Kinkiang
Dupetit-Thouars	French armoured cruiser	10,014	38	20,000		Saigon
Esturgeon	French sub-marine	—	—	—	Lieut. Coquelin	Saigon
Francisque	French destroyer	303	7	6300	Lieut. Garreau	Yokohama
Fronde	French destroyer	350	7	303	Lieut. Saint-Saine	Yokohama
Gueydon	French cruiser	9376	36	20,200	Captain Ridoux	Yokohama
†Guichen	French cruiser	9700	—	—		Yokohama
Henri Rivière	French gunboat	—	—	—	Lieut. Porter	Yokohama
Jacquin	French gunboat	200	6	308	Lieut. Corlouer	Haiphong
Javeline	French destroyer	307	7	300	Comdr. Sagot-Duvauroux	Foochow
Kersaint	French cruiser	1250	6	2200	Commander Simon	Saigon
Lynx	French sub-marine	—	—	—	Lieut. Armbruster	Saigon
*Montcalm	French cruiser	9700	12	19,600	Capt. Martel	Yokohama
Mousquet	French destroyer	307	6	300	Lieut. du Chemin	Saigon
Olry	French gunboat	—	—	—	Capt. Grellier	Chungking
Pelho	French gunboat	—	—	—	Lieut. Lavissiere	Tongku
Pistolet	French torpedo-boat	350	7	300	Lieut. de Reinach Werth	Bale d'Along
Portee	French sub-marine	—	—	—	Lieut. Glorieux	Saigon
Rapier	French torpedo boat	—	—	—	Lt. Vincent de Brichignac	Foochow
Redoutable	French battleship	9437	8	8071	Reserve	Saigon
Sabre	French destroyer	—	—	—	Lieut. Lebail	Foochow
Styx	French gunboat	1798	10	1700	Capt. Duprles	Saigon
Takiang	French gunboat	—	—	—		Yangtsze
Takou	French destroyer	250	6	—	Capt. Terquem	Saigon
Vauban	French battleship (reserve)	6150	23	4560		Hongay
Vigilante	French gunboat	123	7	500	Lieut. Brugnon	Hongkong
Fürst Bismarck	German flagship	11,000	36	14,000	Captain Wilken	Japan
Hansa	German cruiser	6230	34	10,000	Capt. Manpeck	Hongkong
Iltis	German gunboat	1000	10	1300	Comdr. Baron von M. Hüllessem	Hongkong
Jaguar	German gunboat	900	10	1300	Comdr. Kloebe	Hongkong
Luchs	German gunboat	850	10	1344	Comdr. Hartog	Hongkong
Möwe	German gunboat	1009	8	875	Comdr. Lubbert	Tsingtau
S. 90	German torpedo-boat	—	—	—	Capt. Lieut. Wing-Muller	Tsingtau
Taku	German torpedo-boat	—	—	—	Capt. Lieut. Walter	Tsingtau
Tiger	German gunboat	900	10	1300	Comdr. Delmling	Hankow
Tsingtau	German gunboat	170	5	1300	Capt. Lieut. Globler	Canton
Vaterland	German gunboat	—	3	500	Capt. Lieut. von Bulow	Yangtsze River
Vorwarts	German gunboat	—	3	500	Capt. Lieut. Ferboni	Yangtsze River
Calabria	Italian cruiser	3000	—	—	Capt. Marenco	Hongkong
Elba	Italian cruiser	2300	10	7471	Captain Borea Ricci	
Marco Polo	Italian cruiser	3600	—	—	Captain Presbitero	Shanghai
Puglia	Italian cruiser	2488	29	7000	Capt. Pescetto	Shanghai
Adamaster	Portuguese cruiser	1960	14	4000	Captain d'Antas Ribeiro	Macao
Dio	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
Albany	U. S. cruiser	3769	28	7500	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Hongkong
‡Baltimore	U. S. cruiser	4600	—	—	Capt. Sargeant	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Honekong
Callao	U. S. gunboat	208	10	600	Lieut. Dismaker	Hongkong
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Manila
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Woosung
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Garnell	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Elcano	U. S. gunboat	560	10	6000	Lt.-Comdr. J. Hood	Shanghai
Helena	U. S. gunboat	1392	8	1988	Comdr. P. E. Sanyer	Manila
Monadnock	U. S. monitor	3990	6	3000	Captain Mahan	Hongkong
Monterey	U. S. monitor	4084	4	5244	Comdr. J. B. Milhen	Cavite
New Orleans	U. S. cruiser	3437	20	7500	Commander G. B. Harbe	Manila
Ohio	U. S. battleship	12,000	—	—	Captain Logan	Manila
Pampanga	U. S. gunboat	201	3	250	Ensign J. E. Bass	Cavite
Paragua	U. S. gunboat	201	3	250	Capt. Bennett	Cavite
Rainbow	U. S. cruiser	4000	14	—	Capt. Cawles	Manila
Raleigh	U. S. cruiser	3213	18	7500	Capt. F. F. Fletcher	Manila
San Francisco	U. S. cruiser	4098	27	9913	Captain Very	Manila
Vicksburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Villalobos	U. S. gunboat	347	3	500	Lieut. H. A. Wiley	Shanghai
Wilmington	U. S. gunboat	1397	8	1894	Commander A. W. Dodd	Canton
Wisconsin	U. S. flagship	12,000 *	50	12,609	Captain Drake	Manila

‡ Flagship of Rear-Admiral Folger.

There is also a Philippine U.S. Squadron.

* Flagship of Vice-Admiral Richard, Commander-in-Chief.

† Flagship of Rear-Admiral de Fauque de Jonquières, Second-in-Command

BIRTH.

FULFORD.—On August 11, 1906, at Newchwang, the wife of H. E. FULFORD, H.B.M.'s Consul, of a Daughter.

DEATH.

CHILD.—On August 17, at the General Hospital, Harold Christopher Child, Shanghai, Engineers' Department, Imperial Maritime Customs, aged 30 years.

MEMOS. FOR TO-MORROW.

Miscellaneous.

Goods per *Siberia* undelivered after this date subject to rent.

Goods per *Suevia* not cleared at 4 p.m. on this date subject to rent.

Goods per *Yeddo* undelivered after this date subject to rent.

General Memoranda.

SATURDAY, August 25:—
2.30 p.m.—Auction of Household Furniture, &c., No. 18, Hollywood Road.

SUNDAY, August 26:—
Transfer Books of Hongkong Hotel Co., Ld., close from this date to 1st Sept., inclusive.

MONDAY, August 27:—
Goods per *Glenlogan* not cleared on this date subject to rent.
Goods per *Polynesien* unclaimed after this date at Noon will be subject to rent and landing charges.

TUESDAY, August 28:—
3 p.m.—Auction of Leasehold Property, at Messrs Hughes & Hough's Sales Rooms.
2.15 p.m.—Meeting of His Majesty's Justices of Peace at Magistracy.
Goods per *Oceana* not cleared at 4 p.m. on this date subject to rent.

WEDNESDAY, August 29:—
11 a.m.—Auction of Ladies' Dress Materials, &c., at Mr Geo. P. Lammert's Sales Rooms.
Noon—Auction of Leasehold Property at Messrs Hughes & Hough's Sales Rooms.
Goods per *Benalder* undelivered after this date subject to rent.

SATURDAY, September 1:—
12.15 p.m.—Meeting of Hongkong Hotel Co., Ld., at the Co.'s Hotel.

TUESDAY, September 4:—
5.30 p.m.—Organ-Recital in St John's Cathedral.

The China Mail.

HONGKONG, THURSDAY, AUGUST 23, 1906.

THE PAN-AMERICAN CONGRESS.

WE have received surprisingly little news by cable of the great Pan-American conference which is now in session in Brazil. Yet it is one of the most important gatherings ever held. In fact this meeting of representatives of all the republics in North and South America, except Venezuela, may have a greater effect upon the history of the world than the most advertised interchange of ideas between Emperors and Kings in Europe. The presence of Mr Root, the United States Secretary of State, is expected to have the result of improving the relations between the great republic and her Spanish-American and Portuguese-American sisters who dwell to the South. At present these relations are extremely ill-defined. As everyone knows the United States claims, by virtue of the Monroe Doctrine, an undefined kind of position as Protector-General of all the American self-ruling states. Notwithstanding this the relationship of the minor republics to the United States has never been, at least so far as commerce is concerned, so close with that country as with Europe. Also, singularly enough the minor republics do not bear any particular goodwill to their powerful neighbour. There is in existence at the present time a Bureau of American Republics but, although it has done good work in the past, it has not succeeded in breaking down the barriers between the countries. Racial ties bind Mexico, Central and South America to the old world and as a result intimate commercial relations have become established. The trade of South America is worth winning. The total import and export trade, is worth $2,000,000,000 annually. Last year the exports of the United States to the South American republics amounted to only $126,000,000, comparatively little considering the geographical facilities. Mr. Root's mission is to promote greater commercial intercourse between the Americas in the first place. But there is a political question which the representatives of the minor republics consider infinitely more important. The "Drago Doctrine," which is set down for discussion, is the famous pronouncement of Dr. Calvo, one time Minister of Foreign Relations in the Argentine Republic, that no country had the right to use force to collect debts, for its private citizens, owed by another country. The Congress is to decide how far the use of force in this connection is justifiable with a view to submitting its views to the Hague Tribunal. The question is one of the first importance to the smaller states as they all owe more or less—mostly more—money to European capitalists. Many of the republics consider that the question is one that they should settle for themselves without reference to the Hague. This view is held by Dr Drago, the putative author of the doctrine, and he declined to attend the Congress because it was proposed to submit it to the Hague. Mr Root will have to watch his words very carefully when this matter comes up for discussion as it might easily happen that he might commit the United States to guaranteeing the external debts of the republics, which would certainly be the sense in which the European countries would read any support of the Drago Doctrine by the United States. That apart, it is to be hoped that this Congress, which is the third to be held, will result in some steps being taken that will ensure more settled conditions and greater security for life and property in some of the more turbulent of the Spanish-American states.

The Home papers to hand by the last mail are full of the "blazing indiscretion" of Sir Henry Campbell Bannerman at the meeting of the Interparliamentary Conference in London. It will be remembered that the Prime Minister, doubtless carried away by enthusiasm, wound up his speech by crying "The Duma is dead, long live the Duma." The Radical papers keep a discreet silence on the subject but the Conservative organs make strenuous attacks upon the hapless Prime Minister and accuse him of endangering our peaceful relations with Russia. This view is held in France. The Paris correspondent of the *Standard* writing on July 24 said:—Of all that has been written and said about the dissolution of the Duma, perhaps Sir Henry Campbell-Bannerman's words at the meeting of the Inter-Parliamentary Conference have attracted most attention here. I do not think any exception would have been taken to the expressions used if they had been uttered by anybody but a Minister—especially the Chief Minister—of the British Crown. As it is, thoughtful people here consider that Sir Henry Campbell-Bannerman, in letting himself be carried away by a burst of enthusiasm, or in playing to the Radical gallery—and both motives are imputed to him—has been guilty of a very unfortunate indiscretion. There was no need for him, people point out, to stimulate public indignation, which is universally excited to a high pitch, especially in England, and, therefore, his words have only served to further embarrass a Government already in a pitiable position, to exasperate that Government against Great Britain, and to make it almost impossible now for her *diplomacy* to offer the Czar's Ministers friendly and disinterested advice on the situation, a course which many people hoped England, in conjunction with France, would take.

A branch of the Legion of Frontiersmen has been started at Shanghai.

Japan and South America.

As communication between South America and Japan has been greatly increasing lately, the latter country intends in order to encourage emigration and trading, between the country and continent, to establish next year, one legation and several more Consulates in South America.

BY TELEGRAPH.

THE "MANCHURIA."

TOTAL LOSS FEARED.

Passengers Landed.

(Exclusive Service, supplied by Reuter, via Bombay).

LONDON, August 22.

The Pacific Mail Steamship Company's s.s. "Manchuria," which is ashore at Honolulu, may be a total loss.

The cabin passengers have been landed at Honolulu, but the officers are remaining on board.

The News Confirmed.

Mr S. Silverstone, local agent for the Pacific Mail Steamship Company, has received telegraphic advice confirming the report we published last night with regard to the stranding of the "Manchuria."

The "Manchuria" was on her way from San Francisco to Hongkong, with a large cargo and a full complement of passengers. On Monday at 4 a.m. she went ashore on one of the many coral reefs near Makapuu Point, which is situated on the north-east coast of the island of Oahu, of which Honolulu is the capital. All the baggage and passengers have been landed and will be forwarded to Hongkong by the "Hongkong Maru" and the "Korea."

The O. and O. steamer "Coptic," which has been lying in the harbour since last month, and with regard to which negotiations have been entered into for the purchase of the vessel, will take the place of the "Manchuria" and will leave Hongkong for San Francisco on September 22, but will carry only freight and Asiatic passengers.

LOCAL AND COAST NEWS.

Warrants have been issued for the purpose of obtaining the extradition from Macao of five men alleged to be concerned in the recent murder of a junkman and his wife in Deep Bay.

A small Chinese boy was awarded twelve strokes of the birch, and an aged Chinaman sentenced to six weeks' gaol with six hours' stocks, at the Magistracy, this morning, for wholesale umbrella stealing.

The *Times of India Illustrated Weekly* continues to be bright and up-to-date. A recent number contained some excellent photographs in connection with a competition, the first prize being given for a Shanghai view.

A Chinaman was sentenced to 14 days' imprisonment with six hours in the stocks, at the Magistracy, this morning, for cutting grass on the hill side at Jardines' House, Morrison Hill. Mr G. G. C. Master stated that the grass was grown from imported seed and was grown for his ponies. The defendant cut the grass without authority.

Disastrous Hailstorms.

A Peking dispatch reports that Chiangchiakou (Kalgan) and vicinity has been lately visited by two disastrous hailstorms, resulting in the destruction of nine-tenths of the crops and much injury to cattle and ponies on the steppes.

Russian Embassy at Tokyo.

It is stated that, the other day, Russia offered to raise the Legation at Tokyo to an Embassy if Japan would reciprocate. Japan will consent to the suggestion, and accordingly the present Minister at St. Petersburg, Mr Motono will probably be promoted to the position of full ambassador.

Excessive Heat in the North.

The thermometer has lately continued in Peking and vicinity at 105 degrees Fahrenheit and numerous cases of sunstroke and heat apoplexy have occurred. The practice amongst the lower classes of Chinese to eat unripe fruit has also brought cholera into Peking. The deaths from the above causes lately in Peking number over 300 daily.

A Smart Piece of Work.

A North Chinchiu dispatch reports that Bridge No. 231 on the Ningyuan section of the Shanhai-kuan—Hsinmintun Railway collapsed on the 16th instant owing to a disastrous downpour of rain. Work, however, was promptly begun to repair damages by the Engineer-in-charge whose efforts being splendidly seconded by those under him, and the staff was able to report the line as ready for traffic the very next morning.

BY TELEGRAPH.

THE VALPARAISO EARTHQUAKE.

FIRES EXTINGUISHED.

Looters Shot.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, August 22.

The fires in the city of Valparaiso, which broke out after the earthquake, have been finally suppressed.

Buildings and blocks were blown up by dynamite in order to check the progress of the flames.

No American or English people are known to be killed.

Many looters have been shot under martial law.

THE CASUALTY ROLL.

The Town in Ruins.

The Governor of Valparaiso reports that the minimum casualties are:

Killed	300
Wounded	800
Total... ...	1,100

The town, he continues, is practically a total ruin.

The San Francisco relief committee has sent $10,000 (Gold) towards the alleviation of distress which exists in Valparaiso.

[REUTER'S SERVICE.]

British Insurances.

LONDON, August 21.

The British Insurance Companies are but little affected by the Valparaiso earthquake, and those which are, rely on the earthquake clause in their policies.

Further Details.

The chaotic conditions produced by the earthquake are gradually passing and something resembling order is returning. Telegrams from Santiago say that the first shock lasted four minutes and fifty seconds; fortunately the motion was a circular one, otherwise every building must have fallen.

The night was awful with pouring rain, incessant lightning and snapping of wires, and the booming of fire bells.

The people are still sleeping in the open.

Another heavy earthquake occurred at Valparaiso on Monday night, and a slight shock at Lima are reported.

GRIECE AND BULGARIA.

LONDON, August 21.

The Greek Metropolitan, and forty Greeks and Bulgarians, have been arrested, and charged with being the authors of the excesses at Anchialos.

RUSSIA.

Fuhrer executions of naval mutineers have taken place at Kronstadt.

INSURGENTS IN CUBA.

A Serious Rising.

A serious outbreak of insurgents has occured in Cuba. The insurgents number over a thousand, and in an encounter yesterday, twenty miles from Havanna, many were killed and wounded on both sides.

WEATHER REPORT.

The following notice is issued by Mr Fox of the Hongkong Observatory:—

On the 23rd at 11.25a.—The barometer has risen moderately over NE. Japan, and fallen slightly over the Loochoos, Formosa and Luzon.

Pressure is high over NE. Japan, and also over Central China. It appears to be somewhat low over the Pacific, and a depression may be forming over this area, probably to the E. or NE. of Luzon. Pressure is now about 0.05 inch in defect of the normal over Luzon, and a like amount in excess, over S. China, Formosa and the Loochoos.

There is a slight gradient for NW. winds over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: Light W. or variable winds; fine.

2.—Formosa Channel: NE. winds, light to moderate.

3.—South coast of China between Hongkong and Lamocks: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

THE SANITARY INSPECTOR'S CASE.

Chan Tsun's Evidence.

The hearing was continued at the Magistracy this afternoon, by Mr F. A. Hazeland, of the case in which Sanitary Inspector Francis Ward was arraigned on charges of bribery and endeavouring to prevent the course of Justice.

Mr F. B. L. Bowley (Crown Solicitor) prosecuted and Mr E. J. Grist represented the accused.

Chinese detective Chan Chik gave evidence of having gone with Sergeant Watt to serve a summons on Chan Fui to appear before the Royal Commission. Chan Fui's books were seized at the same time.

Chan Tsun said that he lived with his father Chun Fui and managed his business in connection with the public latrines owned by him. One of these was at No. 2 Gough Street, another at 23 First Street, one in Sam Chun Lane, and in addition to these his father owned several others. They made a small charge in connection with the latrines and he had *fokis* to collect the money and hand it over to him. His father was sole proprietor of the business. Witness visited the latrines every day, usually going once or twice per day. He knew the Sanitary Board's rules regarding cleansing, disinfecting, limewashing, etc., and knew that it was the district Sanitary Inspector's duty to see that this work was carried out. The Gough Street Latrine was in No. 5 Health District and he had met the defendant in connection with it. He first met defendant in 1904 at the latrine. Defendant was at that time in charge of the district. He had paid the defendant money and kept account of the payments. When he paid money to the defendant he made an entry in his book. On the 7th day of the 11th. moon, 1904 (December 13) he paid the defendant (looking at his book) $30. This was at his house No 27 Po-hing-fong. The money was in three Hongkong and Shanghai Bank notes. Defendant was sitting at his desk at the time and he (witness) placed them on his desk in a Chinese envelope. Defendant took the envelope at once and put it in his drawer. There was no one else in the room but there was a servant boy in the kitchen adjoining. When he gave defendant the money he said "I give you a present for Christmas Day." Defendant replied in English 'Thank you,' and said something else which witness did not understand. Defendant then asked him in Chinese if he would drink some wine and witness declined. Witness gave the money to defendant because it was his custom to give presents to the Sanitary Inspector.

Mr Grist objected to the latter statement which, he contended, was not evidence.

His Worship allowed the evidence and witness continued that it was the custom to give presents because he was afraid that inspectors would give him trouble if he did not do so. Defendant could give him trouble by saying the latrines were not kept properly. He again paid the defendant some money on April 19th, 1905. This time he gave $10 and entered the fact in his book. This payment was made at defendant's house, which witness visited in consequence of something his *foki* at No. 2 Gough Street had told him. There were other people present at the time, amongst whom were defendant's interpreter. Witness asked defendant why he had sent for him and he replied (through the interpreter) "Lend me $10 to buy some wine to drink." Witness paid the money in one $10 note of the Hongkong and Shanghai Bank. He gave the note to defendant personally. When he first went into the room there was a boy there, but defendant sent him away. When he actually handed the money over there was no one else present. After this defendant changed districts and came to No. 9 district. This was last year, about July 12. After this witness again paid defendant some money and entered the fact in his books.

Mr Grist desired the books to be marked for identification. Mr Bowley raised no objections, but His Worship thought it unnecessary. He was doubtful whether the books were evidence. They were only used to refresh defendant's memory.

(The entry read "present to inspector of No. 9 district of $10.") Witness paid the money to defendant.

Defendant had a Chinese friend and his cook in the room at the time. Witness paid the money because the defendant sent for him and asked for a loan of $10. Defendant asked for the loan through his Chinese friend who translated. In No. 9 district witness had a latrine at First Street. Witness next paid defendant a sum of $15 on August 26. Witness called on defendant on that occasion because defendant's cook came to see him. At the house he saw defendant's Chinese friend, who spoke English. Defendant spoke to witness asking for a loan of $15 and the friend interpreted. At first witness declined to pay the money but defendant said he would return the money when he got his pay. Witness then went and got the money from his house and paid it to defendant. When witness returned to defendant's house the Chinese friend was still there and defendant asked witness to come out on the verandah where the money was paid over. Defendant did not pay back either of the sums of money he had asked for as a loan. At Christmas last year witness made another payment to the defendant. This was on December 24. The entry in defendant's book was "Paid No 9 District Inspector $20." Witness did not give defendant wine or cigars because he had said previously "I am living in a mess; if you wish to make me a present give me money." The entry made in his book at that time was "Paid to different inspectors altogether $30." During last year defendant gave him some trouble about the latrines and he had to limewash that in First Street twice. This was the only trouble. Witness was not at home when his father was summoned to attend before the Royal Commission, on June 26, and when he came back he found the account books had been taken away. Witness was also summoned before the Commission and gave evidence before it. Between the time when the books were seized and the date when he was summoned before the Commission defendant sent for him and he went to the Sanitary Board Branch office at Pokfulum Road. He saw defendant at the office. There were also two Chinese Clerks at the office and defendant asked one of them to interpret. He said (through the interpreter) "I hear your books have been seized by the Royal Commission, the money paid to me must have been written in these books. This money passed through your hands only; you go back to your country and there will be no trouble." Defendant added, "Now do you promise to do what you are told? If you do promise I will look after your latrines." Witness said he did not know whether the entries were in the books or not and said "There will be plenty of time for me to go away when the Government question me."

The case was remanded.

SOCIAL AND PERSONAL.

The *Nichi Nichi* publishes a London telegram which records the death of Mr Sugitachi, Secretary of the Japanese Consulate in London. Mr Sugitachi, while staying at Eastbourne, was suffocated in his bedroom owing to an escape of gas.

Leave of absence to the neighbouring countries on private affairs, has been granted to Captain F. J. Joslin, from 25th August to 25th October, Major W. A. F. Williamson, from 27th August to 30th October, and Lieut.-Colonel A. E. Aitken, from 5th September to 15th October (Privilege Leave).

The inhabitants of Formosa have agreed to erect three marble statues of the late General Kodama, in commemoration of his services as Governor-General of Formosa. The statues have been ordered from Italy, and are to be set up in Taipeh, Taichu and Tainan. In Taipeh the statue is to be erected in the park on a granite pedestal.

The death is announced of Mr Hugh G. Smith, of Messrs Cornabe, Eckford and Company, Chefoo, which took place suddenly on Aug. 16 at the International Hospital at Kobe. Mr Smith, who had only arrived at Kobe on the previous day, was suffering from an abscess on the liver, and his illness seems to have preyed upon his mind. Both in Chefoo and in Shanghai, where Mr Smith and his young wife had many friends, his death will come as a severe shock. It was only in the spring of this year that Mr and Mrs Smith left for a summer vacation in Europe. They were returning by way of America and were to spend a short time in Japan and Corea before returning to Chefoo.

The Rev. Dr Moir Duncan, Principal of Shansi Imperial University, died at noon on August 5th from tuberculosis of the lungs and stomach, the *P. and T. Times* says. Dr Duncan was taken ill in Tai Yuan Fu last November. In February he rallied for a short time but gradually became weaker. In May he was carried to a Temple at Luang Wang Shan, situated on a mountain about thirty miles from Tai Yuen Fu. However this did him but little good and the disease made rapid strides, resulting in his death. He leaves a widow and two young daughters. Dr Duncan was formerly a Baptist Missionary in Hsian Fu, Shansi. During the troubles he was Interpreter to the British Army in Peking. Afterwards he was invited by Dr Timothy Richard to become Principal of the Imperial University in Tai Yuan Fu which the Government founded to atone for their misdeeds in 1900. In a few months Dr Duncan had this institution well organized and to-day it stands in the front rank of educational institutions in North China. Dr Duncan lived just long enough to see his Institution completed and working harmoniously with the Chinese Government. He will be greatly missed from his position, but fortunately his illness was of such a nature that for several months he was able to guide Professor Bevan, the Acting Principal, and the University has not suffered as otherwise might have happened. Dr Duncan was an M. A. of Glasgow and in the spring of this year his old University conferred on him the honorary degree of LL D. as a mark of their respect and honour for the work he had accomplished in China. He was one of those Britishers that Humboldt found in all quarters of the world "doing God's work." His experiment of planting a small colony of English University men in the Interior of China to found a modern University has proved a complete success and that success is due in no small measure to the late Principal. By the express desire of Mr Duncan he will be buried on the hill near the temple where he died.

BY WHARF AND WAVE.

The Nippon Yusen Kaisha have contracted with the Mitsu Bishi Dockyard and Engine Works, Nagasaki, for the construction of four steamers of 8,300 tons deadweight each, and with the Kawasaki Dockyard Company, Limited, Kobe, for the building of two steamers of 8,300 tons deadweight each.

An official report from Sasebo states that the "Mikasa" will be sent to Kure for the completion of the repair work. It is said that the attempt to ascertain the cause of the disaster is attracting international attention as there is no instance of such an effort having been successful under similar circumstances.

The annual report of the directors of the Eastern and Australian Company shows that the profit on voyages made during the year amounted to £33,269.12.8, from which had to be deducted £19,134.2.3 expenses of insurance, interest on debentures, etc. A sum of £11,441 is set aside for depreciation leaving a balance of £2,694.10.5.

The Tokyo authorities have received the following telegram from the Port Arthur Naval Station:—The Captain of the steamer "Aikawa Maru," which has arrived at Tairen from Taku, reports that he sighted a round floating mine, red in colour, in Lat 38° 43′ N., Long 118° 50′ E., on August 6 at 2.10 p.m., and another of the same kind in Lat 38° 18′ N., Long 21° 5′ E., on August 8 at 6.20 a.m.

A collision occurred this morning in the harbour between the German steamer "Lydia" and the Norweigan steamer "Prominent." The latter vessel was discharging cargo at the time and three cargo boats lying alongside were smashed to pieces. The "Prominent" dragged her anchors and struck the "Cheangchew," but little damage was done. The captain of the "Lydia" attributes the occurrence to an under current, as his vessel would not answer her helm.

The *Japan Gazette* is informed that no little interest was aroused among the passengers by the "Empress of China," which left Kobe on the 8th inst. when the "Prinz Eitel Friedrich" was observed to leave about two minutes before the sailing hour, noon, and proceed at full speed down the harbour. In consequence of this unusual alacrity in the departure of the German steamer there was some interest as to which one would reach Yokohama first. The "Empress of China" left at 12.10 p.m. passed the "Prinz Eitel" during the evening, and arrived at the Lightship at 7.05 a.m. on the 9th, thus beating the "Prinz Eitel" by an hour. Our Yokohama contemporary has received the following letter from one of the passengers:—"Those who were passengers to Yokohama from Shanghai and other ports by the "Empress of China" will long remember a very pleasant voyage. The weather was good all the way and the ship—well everyone knows that she is one of the most comfortable in the world. But she is not merely a floating hotel, for she can steam with the best. The run from Kobe to Yokohama in just under 22 hours is surely deserving of mention, as well as the fact that the German Mail Steamer, "Prinz Eitel Friedrich," which had a start of 3 or 4 miles, was caught and passed and finally beaten by a good hour. I am told there was race and I believe it, but the effect was just the same and was as much enjoyed by all on board as if it had been arranged for their benefit."

While it was predicted by some that the dry dock "Dewey" would never be able to pass through portions of the Suez Canal, which are only slightly wider than the great dock, the aged head pilot of the canal, A. Pappa, knew differently, and it was his skill and caution which made it possible for the "Dewey" to get through the tortuous waterway in such a satisfactory manner, according to a report of the trip made to the U.S. Navy Department by Commander H. H. Hosley, who was in charge of the "Dewey" and the fleet which convoyed it.

Although Pappa is very old and was so ill that he should not have attempted the work, he assumed full charge of the "Dewey's" canal trip. Worn out by the careful watching necessary to save the dock from destruction, the old man was under medical attention during two of the nights the "Dewey" was in the canal. He was cared for by the doctors of the general manager of the canal, and resolutely resumed his work and directed the tugs which were doing the towing by means of a system of flag signals, which proved effective.

For many years all ships bearing crowned heads, members of royal families or other distinguished persons have been piloted through the canal by the venerable head pilot, whose service has been so indispensable to the company that his proposed retirement and return to Greece, his native land, are regarded by the canal officials with extreme regret. A short time ago the steamer "Chatham," loaded with dynamite, was sunk in the canal and offered a dangerous obstruction to navigation. Pappa was the only employee of the canal company regarded as being capable of steering vessels around the hidden danger, and he worked constantly day and night until the explosives could be removed.

Many dignitaries have showered Pappa with letters and gifts thanking him for the care and skill with which he was taken them through the Suez. Commander Hosley sent the old pilot a letter of appreciation, and in his report to the Navy Department the American officer suggests that a suitable trophy be given to Pappa by the American Navy in recognition of his service for the "Dewey."

DUMMY RIFLES.

His Worship Mr F. A. Hazeland concluded the hearing, at the Magistracy, this morning, of the case in which Tam Yin Ting, arms dealer of 283 Queen's Road Central, was charged with making a false return regarding the arms in his possession.

Sergeant Grant stated that he had examined the dummy rifles since last hearing. With a very few exceptions he found the barrels in the dummies to have been made up out of old rifle barrels, which had been cut up and soldered together again. When rifles were destroyed by the police they were cut up into pieces. About two years ago a large number of rifles were destroyed in this way and sold to marine hawkers in the Colony.

Mr R. Harding submitted that the defendant was carrying on a genuine business and made a *bona fide* return. He had purchased old rifles at different times and kept them in stock. They were required to make a return of all rifles in stock whether good or not. Defendant had a lot of stock which he could not sell for the ordinary purpose and had them made up as dummies for drilling purposes and as such they commanded a ready sale.

The defendant was convicted and fined $5. The dummy rifles were forfeited.

SPORTING.

Water Polo Competition.

THE YACHT CLUB DEFEATED.

Yesterday afternoon the Royal Hongkong Yacht Club were defeated by "A" team, V. R. C., by three goals to nil. The teams were:—

YACHT CLUB:—Goal, H. W. B. Kennett; backs, F. R. J. Adams and H. W. Lester; half, F. A. Biden; forwards, C. H. Mackay, F. Ortlepp and S. C. Vickers.

V. R. C.:—Goal, L. E. Lammert; backs, A. J. V. Ribeiro and O. R. Chunyut; half, E. Humphreys; forwards, A. H. Carroll, J. Witchell and J. M. R. Pereira.

The V. R. C. got the ball from the opening, and almost immediately Witchell threw at goal and failed. Carroll had two shots in succession, then Pereira and Ribeiro had a try and Witchell had two more shots. Not one of these attempts at goal were justified by the positions of the players, all were more or less for forn hopes. A spell of steady play followed in which the Yacht Club showed up well, Biden and Ortlepp being especially good, then the ball was passed forward to Ribeiro on the left wing. Though he was in a position hence it was very difficult to throw at goal Ribeiro tried and failed and the goal keeper relieved the pressure. Humphreys and Witchell were penalised in succession for fouling their opponents and the ball was passed to Ortlepp, but the pass was a bad one. Humphreys tried to get clear with the ball but Ortlepp stuck to him and he was forced to pass to his own goal-keeper who in turn sent to Ribeiro. The latter passed to Witchell who swam up and Lester left Pereira to attack Witchell. The result was that Witchell immediately passed to Pereira, who was close to the goal, and a goal was scored, Kennett having no chance to save, though he made a good attempt.

The Yacht Club endeavoured to equalise, Biden passing twice to Ortlepp, but the latter player was prevented from throwing by Humphreys. Ribeiro gave Carroll a pass in front of the goal but the latter player fumbled the ball and it drifted towards Pereira, who seized it and threw at goal—whilst being ducked—and scored.

In the second half the Yacht Club made even a better showing. Mackay got the ball from Ribeiro and sent across to Adams, who in turn passed to Biden, but he missed the ball and Witchell got away with it. The latter could not get a shot in however, Biden stuck too closely to him, and the ball was taken right to the boundary line where Lester put it out behind the goal. The referee (Mr F. Lammert) ruled a goal throw, though it should have been a corner, Lester afterwards admitting he had put it out. Play was of an even character for a spell, but finally a third goal was thrown, Witchell beating Biden for the ball and scoring. Kennett almost blocked the throw, which was a very hard one, but the ball seemed to squirm from under his hands and go into goal. There was no further scoring.

The result of this game adds interest to forthcoming match between the 87th Company, R. G. A., and the Royal Hongkong Yacht Club. On yesterday's play the Yacht Club command respect. They have a very good chance of winning, that is, if their attack is better. Their defence is sound; it will be difficult for the R. G. A. to break through. Taking the two teams allround however, the chances are slightly in favour of the R. G. A. This match will probably take place on Friday, though at present nothing is definitely settled.

TO BOYCOTT THE BRITISH.

BLOEMFONTEIN, July 26.

Mr Fischer and other members of Orangia Unie are promoting with energy a project to divert the whole of the trade of the Colony into the hands of Messrs. Müller and Co., of Bremen. The head of this firm is a Dutchman, and was an active Krügerite. It is he who was reported to have financed the obsequies of Mr Krüger. Already large numbers of farmers have pledged themselves to sell all their wool and half their produce exclusively to this firm for a period of years. It is anticipated that the grant of responsible government will afford special facilities for a nominally co-operative wholesale and retail trade, having for its real object the boycotting of every non-Boer trader. This is a revival of an old Bond plan to oust the British. With fair competition it could not succeed.

THE SMART SET.

Father Vaughan Again.

In Farm-street Roman Catholic Church recently, in the presence of a crowded and fashionable congregation, the Rev. Father Bernard Vaughan preached another outspoken sermon on the "Smart Set."

After expounding the parable of the prodigal son, Father Vaughan asked was not this type of young man to be met with to-day in Mayfair? The prodigal son was set out on life bright, high-spirited—a fine, dashing young Englishman. To this genial and giddy youth all the doors in Mayfair opened; but woe betide him if he fell into the hands of the fast, smart set. They plucked at him, they seized him; in the words of our Lord they "devoured his substance." Aye, they devoured it as ravenously as the panther or the tigress in the Zoo devoured the raw meat tossed to it. Against the man-eating tiger of the jungle a man could show fight and defend himself, but before the man-eating tigress of Society he would go down, powerless to escape. For woman was not as man. Given a man's code of morality—or immorality, as the case may be—and given any set of circumstances, one would know how, as a man, he would act; "but you may know what you will of a woman," added Father Vaughan, "and, given the circumstances, the only thing you know is that you do not know how she will act. Once when I made this statement to a smart woman in Society, she turned upon me and said "How could you know when we don't know ourselves?" (subdued but audible laughter).

"One thing every man may know who goes into this set; if he goes into it with money he will come out without any. Even I, in my limited experience, know of men who have been forced to play bridge, and to play long, to play high, to play until there was nothing more to play for. Husband, wife and children, all dropped down, jumped upon, crushed to death, merely to gratify woman in this set. Some rise up and tell me 'you are quite mistaken.' In talking of this I am not mistaken. This is the truth, and this fleecing of young men is not the worst of it. Many a beautiful *debutante* going into Society has been led to the card-room by her hostess—I know it!—and at the end of the game she finds she has been brought to nearly as low a degradation as a woman can. Or if she has risen from the table innocent of what has happened she is told with the sweetest 'good night, darling,' all that she owes. The family doctor and the family lawyer can tell you better than I can the number of innocent and beautiful English girls who have been ruined at the card table—ruined and brought to the verge of the grave. And a girl with this curse on her—what can she do? She must pay her debts. Does she ask her mother or father? No, she is too ashamed. She runs from one to another—she knows not whither—until at last some devil in human form who has laid the trap makes his bargain. He gives her money, the debt is paid, but the poor girl feels she can never be herself again. And this is going on every day!

"If young men could only bring themselves to realise the utter misery of it all, they could not act as they do now. They still, indeed, pursue their course, believing in the virtue of no woman, but then they would be forced to rise and realise that they are the natural protectors of woman, and that it is their business to shield her, and not to lead her into evil—to bribe her for her pound of flesh. But the men who belong to this set persuade themselves that there is nothing which they can ask a girl which she will not readily give. It is a pity, my friends these hell hounds so often escape the whip. There is no cure for them but a good horse-whipping. Would that I could give it."

He knew he would be told that it was not right to utter these things, Father Vaughan continued, but Christ and St. Paul spoke out more plainly than he could speak. Not long ago, in a place less than a thousand miles from that church, a poor girl, who lay broken on a bed of sickness, called for him to go to see her. She told him that she had heard his first sermon on the sins of the smart set, and that every word was true, and added. "I have called you to see to what man can reduce a woman. I am in the agony and the torments of hell." Declaiming against the vice of gambling, Father Vaughan said it had permeated the social organisation until no one could escape from it. If men and women high up the social ladder were signing away, with the gold pencils dangling at their sides incomes and properties, lower down the ladder there were others selling their goods and chattels to pay gambling debts. He had been told that he wanted to sweep away everything that made life tolerable—recreation on week-days, delicacies in food, of dress. Emphatically, he would do no such thing. He liked elegance in dress, but not extravagance; he liked delicacies in food, but not dainties only; he liked recreation on week-days, but not till work had earned it; and he liked recreation on Sunday, but not until God had been worshipped. As soon as his sermon was finished, he intended to take 200 poor costers into the country, to enjoy a beautiful afternoon, but they had all been to the Communion that morning. One could no more live upon pleasure than upon whipped cream. Those who were trying to do nothing but pick pleasure out of life would be better employed picking oakum. It would give them something to do. They formed now the worst class of tramps we had to deal with.

RAILWAYS IN SZECHUAN.

A Peking correspondent writes that the Waiwupu has lately received a dispatch from H. E. Hsi Liang, Viceroy of Szechuan, informing that Board that Frenchmen have entered that province from Yunnan engaged in surveying a route apparently with the intention of extending the Tonkin-Yunnan Railway into Szechuan. As the country in which the Frenchmen are engaged in their work is an unsettled one and not far from the Tibetan borders, where an insurrection is still going on in Patang, the Viceroy declares that their presence within the Szechuan borders if fraught with danger to their lives, and that, considering the unsettled state of the region round about, the local authorities will not be able to give full protection to strangers. For this reason Viceroy Hsi Liang requests the Waiwupu to ask the French Minister in Peking to stop the surveying work now being carried out on the Yunnan-Szechuan frontiers, as the Szechuan authorities cannot protect them in case of the country people causing any disturbance. Another and very important reason advanced for stopping those unauthorised surveys in Chinese territory is the danger of introducing a foreign-owned railway in Szechuan, the people of which are busy collecting capital to build railways themselves.

THE FAR EAST.

Points from the Press.

THE "DECADENT" BRITISHER.

Writing on the subject of British trade in the Far East the *Japan Chronicle* says that it may be regarded as one of the healthiest signs of the times that there is so much open discussion of the alleged serious shortcomings of the Britisher in the East. Earnest writers and grumblers are never done pointing out real and imaginary defects and drawing attention to the strong points of other competitive nations, but are the conditions of British trade in the Far East in the least discouraging? The statistics supplied by the much-criticised Consuls in their annual reports show if anything that while British trade is not increasing at the same ratio it is of so much larger bulk that the ratio must of necessity be less than the ratio of increase of a nation with a quarter or an eighth of the trade. The days of those hardy pioneers referred to by "Traveller" were the palmy days of the merchant in the East, when fortunes were quickly made, when competition was less, and when the great bulk of the trade was British. To-day there are enterprising competitors in the Germans, Americans, French, Japanese, and half-a-dozen other European nations, many of whom, as "Traveller" says, possess the "push" of the pioneers which is lacking in their descendants to-day. The tendency of the age among all nations, is towards greater luxury, which is merely the outward sign of greater prosperity, but will the more refined descendants of the pioneers be found wanting in business ability and enterprise? "Traveller" refers as a matter of course to the British love for sport. No greater benefit can be imagined for those who have to spend the brightest part of their life in the East than a healthy love for outdoor exercise of all sorts and a reasonable indulgence in games. Nor is this desire for physical activity even so widespread among the British communities as could be wished. It is the over-indulgence, or indulgence at the expense of more serious duties, of a small number of each community who make scape-goats of the whole. The reported slackness in British enterprise is a passing phase which seems to be really the result of activity and supremacy in the past; other nations are building up, but this is inevitable. The future must lie in the extension of an almost inexhaustible market, and in the extension of this market to-day what nation is doing more than the British, both through its Government and merchant?

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:—

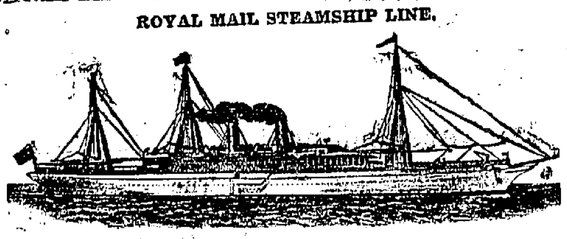
FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	DELHI, J. D. ANDREWS, R.N.R.	Noon, 25th August.	See Special Advertisement
LONDON & ANTWERP, VIA SUEZ, P'ANG, COLMBO, PORT SAID AND MARSEILLES	SUNDA, G. M. MONTFORD, R.N.R.	About 30th August.	Freight and Passage.
YOKOHAMA, VIA S'HAI, N'GKI, MOJI AND KOBE	MANILA, H. W. ANDERSON, R.N.R.	About 2nd September.	Freight and Passage.
SHANGHAI	DEVANHA, T. H. HIDE, R.N.R.	About 6th September.	Freight and Passage.

E. A. HEWETT, *Superintendent*

P. & O. S. N. Co.'s Office. 26

CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 DAYS across the PACIFIC is the 'EMPRESS LINE.' SAVING 5 TO 10 DAYS OCEAN TRAVEL.

11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.		LEAVE HONGKONG	ARRIVE VANCOUVER.
EMPRESS OF INDIA	6000 TONS	THURSDAY, Aug. 30	Sept. 17.
ATHENIAN	3382 TONS	WEDNESDAY, Sept. 12	Oct. 6.
EMPRESS OF JAPAN	6000 TONS	THURSDAY, Sept 27	Oct. 15.
MONTEAGLE	6163 TONS	WEDNESDAY, Oct. 3	Oct. 27.
EMPRESS OF CHINA	6000 TONS	THURSDAY, Oct. 25	Nov. 12.
TARTAR	4425 TONS	WEDNESDAY, Oct. 31	Nov. 24

'EMPRESS' Steamers will depart from Hongkong at 4 P.M. Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Empresses, and at Quebec with the Company's new palatial 'EMPRESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
Intermediate on Steamers and 1st Class Railways... " £40. " " £42.

R.M.S. *MONTEAGLE, TARTAR* AND *ATHENIAN* Carry *INTERMEDIATE* Passengers only at intermediate rates, affording superior accommodation for that Class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, *Acting General Agent*,
CORNER PEDDER STREET and PRAYA, Opposite Blake Pier. 4

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HAKATA MARU, Tons 6,156, Capt. T. Murai	WEDNESDAY, 5th Sept., at Daylight.
	SADO MARU, Tons 6,227, Capt. Geo. Anderson	WEDNESDAY, 19th Sept., at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., VIA KEELUNG, SHANGHAI, MOJI, KOBE AND YOKOHAMA.	† SHINANO MARU, Tons 6 388, Capt. N. Ohno	MONDAY, 17th Sept., at 4 p.m.
	† AKI MARU, Tons 6,444, Capt. M. Yagi	MONDAY, 15th Oct, at 4 p.m.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	NIKKO MARU, Tons 5,539, Capt. E. W. Haswell	FRIDAY, 7th Sept., at Noon.
	KUMANO MARU, Tons 5,076, Capt. Hunter.	SATURDAY, 29th Sept, at Noon.
KOBE AND YOKOHAMA...	KAWACHI MARU, Tons 6,096, Capt. H. Petersen	SUNDAY, 26th Aug., at Daylight.
BOMBAY, VIA SINGAPORE AND COLOMBO.	KAGOSHIMA MARU, Tons 4,405, Capt. F. Pyne	TUESDAY, 28th Aug., at 4 p.m.
NAGASAKI, KOBE AND YOKOHAMA.	KUMANO MARU, Tons 5,076, Capt. Hunter	WEDNESDAY, 5th Sept., at Noon.
BANGKOK, via SWATOW...	PROTEUS, Tons 1,700, Capt. Klabbe	About SATURDAY, 25th August.
SHANGHAI, MOJI & KOBE	COLOMBO MARU, Tons 4,709, Capt. J. Nagao	SATURDAY, 25th Aug., at 5 p.m.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, *Manager*. 103

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA,' Captain J. H. RINDEL. On FRIDAY, 7th SEPT., at Noon.

'DAKOTA,' Captain E. FRANCKE..... On TUESDAY, 16th OCTOBER, at Noon.

¶ Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

¶ LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms). Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.

¶ Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

¶ For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

¶ For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, *Agents.*

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	BELLEROPHON	27th August.
GLASGOW AND LIVERPOOL	KINTUCK	30th "
GLASGOW AND LIVERPOOL	TEENKAI	6th September.
GLASGOW AND LIVERPOOL	MACHAON	6th "
GLASGOW AND LIVERPOOL	MOYUNE	13th "
GLASGOW AND LIVERPOOL	AGAMEMNON	13th "
GLASGOW AND LIVERPOOL	CALCHAS	20th "
GLASGOW AND LIVERPOOL	MENELAUS	27th "
GLASGOW AND LIVERPOOL	NINGCHOW	27th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	ACHILLES	28th August.
MARSEILLES, HAVRE & LIVERPOOL	ALCINOUS	30th "
LONDON, AMSTERDAM & ANTWERP	DIOMED	11th September.
* GENOA, MARSEILLES & LIVERPOOL	PRIEUS	20th "
LONDON, AMSTERDAM & ANTWERP	CYCLOPS	25th "
* HAVRE, ROTTERDAM & LIVERPOOL	KINTUCK †	3rd "

* Taking Cargo for Liverpool at London Rates. † Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	BELLEROPHON	30th August.
	NINGCHOW	29th September.

WESTWARD.

From	Steamers	Due
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	STENTOR	8th September.

For Freight, apply to BUTTERFIELD & SWIRE, *Agents.* 18

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
TAMSUI	TIENTSIN	24th August.
CEBU & ILOILO	SUNGKIANG	24th August.
TIENTSIN	KUEICHOW	25th August.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TSINAN *	27th August.
MANILA	TEAN *	28th August.
SHANGHAI	SHAOHSING †	31st August.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage apply to BUTTERFIELD & SWIRE, *AGENTS.*

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila	SATURDAY. 1st September, at 12 o'clock Noon.
RUBI	2540	R. Almond	Manila	8th September, at 12 o'clock Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., *General Managers.* 22

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

	TO SAIL
S.S. JOHN HARDIE	About 25th August, 1906.
S.S. SOUTH AMERICA	About 10th October, 1906.

For Freight and further information, apply to SHEWAN, TOMES & CO., *General Agents.* 725

THE ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship TONAWANDA, will be despatched for the above ports on or about SATURDAY, 25th August.

For freight and further particulars, apply to SHEWAN, TOMES & CO., *Agents.*

Hongkong, August 22, 1906. 1577

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK, (With Liberty to call at MALABAR COAST).

THE Steamship FOXLEY, Captain BUTCHART, will be despatched for the above ports on or about TUESDAY, the 4th September.

For Freight, apply to ARNHOLD, KARBERG & Co., *Agents.*

Hongkong, August 8, 1906. 1591

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU,

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, on OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

* MONGOLIA	27,000 Gross Tons	TUESDAY,	28th Aug., at Noon.
* NIPPON MARU	11,000 "	TUESDAY,	4th Sept., at Noon.
DORIC	9,500 "	FRIDAY,	14th Sept., at Noon.
* MANCHURIA	27,000 "	SATURDAY,	22nd Sept., at Noon.
* HONGKONG MARU	11,000 "	TUESDAY,	2nd Oct., at Noon.
* KOREA	18,000 "	FRIDAY,	12th Oct., at Noon.
* AMERICA MARU	11,000 "	TUESDAY,	23rd Oct., at Noon.
* SIBERIA	18,000 "	TUESDAY,	30th Oct., at Noon.
CHINA	10,200 "	TUESDAY,	6th Nov., at Noon.

* Twin Screws.

RECORD FAST TRIPS.

Yokohama to San Francisco.....s.s. KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu.....s.s. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama.....s.s. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco.....s.s. SIBERIA, 18,000 tons. Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MONGOLIA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 28th August, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, *Agent.* 21

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
ARAGONIA	5198	ERNST	August 28, at Daylight.
NICOMEDIA	4370	G. MEISNER	Sept. 16, at Daylight.
NUMANTIA	4370	FELDTMANN	Oct. 9, at Daylight.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, *Agent.* 2

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
* MANILA	LOONGSANG	FRIDAY, Aug. 24, at 4 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

‡ Taking Cargo on through Bills of Lading to Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., *General Managers.* 755

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
* PLEIADES	3753	F. C. Purington	About 15th Sept.
* LYRA	4417	G. V. Williams	29th September.
SHAWMUT	9606	E. V. Roberts	24th October.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels insures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information Apply to Dodwell & Co., Limited, GENERAL AGENTS. QUEEN'S BUILDINGS. 172

Shipping.

'BEN' LINE OF STEAMERS.

FOR LONDON.

THE Steamship BENVORLICH, Captain McINTOSH, will be despatched as above on or about FRIDAY, the 24th inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., *Agents.*

Hongkong, August 20, 1906. 1651

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *DELHI*, Captain J. D. ANDREWS, R.N.R., carrying His Majesty's Mails, will be despatched from this for COLOMBO, on SATURDAY, the 25th August, at NOON, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Victoria*, 6,522 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 7th October, 1906.

Cargo for Bombay and via Bombay will be conveyed from Colombo to Bombay per s.s. *Mazagon*.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, *Superintendent.*

Hongkong, August 22, 1906. 1609

AUSTRIAN LLOYD'S NAVIGATION COMPANY.

STEAM FOR FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship AUSTRIA, Captain BILAFFER, will be despatched as above on TUESDAY, the 28th August, p.m.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WIELER, & CO., *Agents,* Princes' Building.

Hongkong, August 7, 1906. 1580

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO & IQUIQUE, VIA JAPAN PORTS.

Steamers	Tons	Sails About
GLENFARG	4000	Sept. 1, at Noon.
KASATO MARU	6000.	

Taking Freight and Passengers to other Western Coast Ports of South America.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to K. MATSDA, *Manager,* York Building.

Hongkong, August 20, 1906. 1654

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN, Captain POWELL, will be despatched as above on SATURDAY, the 1st September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., *Agents.*

Hongkong, August 2, 1906. 155

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	To SAIL. 1906.
ATHOLL	About Sept. 8
ERROLL	To follow.

For Freight and further information, Apply to DODWELL & CO., LTD., *Agents.* 111

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH London 1 day later)
	TONS	Noon Sat'day		TONS	Sunday.	Saturday.
DELHI	8000	Aug. 25	VICTORIA	7000	Sept. 23	Sept. 30
MALTA	6000	Sept. 8	MACEDONIA	11000	Oct. 7	Oct. 14
DEVANHA	8000	Sept. 22	CHINA	8000	Oct. 21	Oct. 28
* OCEANA	7000	Oct. 6	INDIA	8000	Nov. 3	Nov. 10
DELHI	8000	Oct. 20	MONGOLIA	10000	Nov. 17	Nov. 24
SIMLA	6000	Nov. 3	BRITANNIA	7000	Dec. 1	Dec. 8
DELTA	8600	Nov. 17	MOOLTAN	10000	Dec. 15	Dec. 22
					1907	1907
MALTA	6000	Dec. 1	HIMALAYA	7000	Dec. 29	Jan. 5
DEVANHA	8000	Dec. 15	MOLDAVIA	10000	Jan. 12	Jan. 19
DELHI	8000	Dec. 29	VICTORIA	7000	Jan. 26	Feb. 2
ARCADIA	7000	Jan. 12, 1907	CHINA	8000	Feb. 9	Feb. 16

* The 'Oceana' proceeds through, and takes passengers for MARSEILLES and LONDON without transhipment.

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	TONNAGE	Leave HONGKONG about		Due at LONDON about	
* SUNDA	5000	Aug	30	Oct.	15
† JAVA	4500	Sept	12	Oct.	29
* MANILA	4500	Oct.	24	Dec.	10
* NILE	7000	Nov.	7	Dec.	24
† CEYLON	4500	Nov.	21	Jan. (1907)	7
* SUMATRA	5000	Dec.	5	Jan.	21
* NAMUR	7000	Jan. (1907)	2	Feb.	18
* NUBIA	6000	Jan.	16	Mar.	4
BORNEO	5000	Jan.	30	Mar.	18

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

† Carry only First Saloon Passengers.

* Carry First and 2nd Saloon Passengers.

For Passage Apply to

E. A. HEWETT,
Superintendent.

2221

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOMELINE.

—:o:—

OUTWARD.

Steamers.	Destination.	To Sail.
SENEGAMBIA	SHANGHAI, YOKOHAMA & KOBE.	28th August.
SUEVIA	YOKOHAMA & KOBE.	5th Sept.
SEGOVIA	SHANGHAI, YOKOHAMA & KOBE.	13th Sept.
* BRISGAVIA	SHANGHAI, YOKOHAMA & KOBE.	28th Sept.
HABSBURG	SHANGHAI, YOKOHAMA & KOBE.	29th Sept.

HOMEWARD.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS), also via ADEN or PORT SAID by the 'ARABIC PERSIAN SERVICE' to ARABIAN and PERSIAN GULF PORTS.

Steamers.	Destination.	To Sail.
* SILESIA, Capt. Bahle.	NAPLES, HAVRE, BREMEN & HAMBURG, via Singapore, Penang & Colombo.	6th Sept.
HELVATIA, Capt. Neumann.	HAVRE AND HAMBURG, via Singapore, Penang & Colombo.	10th Sept.
* SCANDIA, Capt. Döhren.	NAPLES, HAVRE, ANTWERP & HAMBURG, via Singapore, Penang & Colombo.	20th Sept.
LIBERIA, Capt. Kier.	HAVRE & HAMBURG, via Singapore, Penang & Colombo.	22nd Sept.
SENEGAMBIA, Capt. Peter.	HAVRE & HAMBURG, via Singapore, Penang & Colombo.	2nd Oct.
SEGOVIA, Capt. Schoenfeldt.	HAVRE, BREMEN AND HAMBURG, via Singapore, Penang & Colombo.	16th Oct.
HABSBURG, Capt. Filler.	NAPLES, HAVRE AND HAMBURG, via Singapore Penang & Colombo.	30th Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidship. Lighted throughout by electricity, duly qualified Doctor and Stewardess. on board. Laundry on board.

COAST SERVICE.

DAPHNE	NAGASAKI AND VLADIVOSTOCK.	31st August. Freight & Passengers.
‡ KOWLOON	SHANGHAI AND CHINKIANG.	To follow.

‡ Taking Cargo at through Rates to TSINGTAU and CHEMULPO.

For Freight and Passage, apply to

For Steamers of the Coast Service marked ‡ to SIEMSSEN & CO.

HAMBURG AMERIKA-LINIE, HONGKONG OFFICE. 313

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO.'S S.S.	FOR	LEAVING
JOSHIN MARU, Capt. H. Ohta,	TAMSUI, Via SWATOW AND AMOY.	SUNDAY, Aug. 26, at 10 a.m.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtsze & Northern China Ports.

For Freight, Passage and further Information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, *Manager.* 257

Shipping.

IMPERIAL GERMAN MAIL LINES.

—:o:—

NORDDEUTSCHER LLOYD,—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT *GIBRALTAR* AND *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES. 1906.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th Sept.
PRINZ HEINRICH	WEDNESDAY, 26th Sept.
GNEISENAU	WEDNESDAY, 10th Oct.
PRINZ LUDWIG	WEDNESDAY, 24th Oct.
PRINZESS ALICE	WEDNESDAY, 7th Nov.
ROON	WEDNESDAY, 21st Nov.
BUELOW	WEDNESDAY, 5th Dec.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th Dec.

ON WEDNESDAY, the 29th day of August, 1906, at NOON, the Steamship PRINZ EITEL FRIEDRICH, Captain E. MALCHOW, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 27th August. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 28th August, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 28th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG;

	1ST CLASS	2ND CLASS	3RD CLASS
To Naples, Genoa AND Gibraltar ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
RETURN	91. 0. 0.	63. 0. 0.	33. 0. 0.
To Southampton, London, Bremen AND Hamburg ...	65. 0. 0.	44. 0. 0.	24. 0. 0.
RETURN	97. 0. 0.	66. 0. 0.	36. 0. 0.
* To New York, VIA Suez, VIA Naples, Genoa or Gibraltar	64. 0. 0.	44. 0. 0.	26. 0. 0.
RETURN	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA Bremen or Southampton ...	68. 0. 0.	46. 0. 0.	27. 0. 0.
RETURN	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, **the same rates to be applied as via Naples, Genoa or Gibraltar,** but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from **Singapore to Calcutta** instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.—

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from **Alexandria,** to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

STEAMERS.		SAILING DATES.	
PRINZ WALDEMAR	3227 tons	TUESDAY, 18th Sept.,	1906.
PRINZ SIGISMUND	3302 tons	TUESDAY, 16th Oct.,	"
WILLEHAD	4763 tons	TUESDAY, 13th Nov.,	"

ON TUESDAY, the 18th day of September, at NOON, the STEAMSHIP PRINZ WALDEMAR Captain WAETEMAS, with Mails, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1ST CLASS	2ND CLASS	3RD CLASS	1ST CLASS	2ND CLASS
To MANILA	$50.—	$30.—	$20.—	return $80.—	$50.—
To NEW GUINEA	£28.—	£18.10	£14.00	return £42.—	£27.15
To BRISBANE	£30.—	£20.—	£14.—	return £54.—	£36.—
To SYDNEY	£33.—	£23.—	£15.—	return £59.10	£41.10
To MELBOURNE	£34.10	£24.10	£16.—	return £62.5	£44.5
To YOKOHAMA	$ 80.00	$ 60.00	$ 40.00	return $170.00	$120.
To KOBE	$ 95.00	$ 70.00	$ 50.00	return $170.00	$120.
To YOKOHAMA & back from KOBE to HONGKONG	$140.00	$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

	1ST CLASS
To Europe VIA Australia and Colombo by Imperial Mail Steamer	£97. 0. 0.
To Europe VIA Australia and America ... (from Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)	96. 0. 0.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT 1906.
YOKOHAMA & KOBE,	PRINZ WALDEMAR	WEDNESDAY, Aug. 29.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH *	WEDNESDAY, Aug. 29.
Do	GNEISENAU	WEDNESDAY, Sept. 12.

* Reaching Yokohama in less than 6 Days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG, via Vancouver or San Francisco to **NEW YORK** by the O. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from **NEW YORK** to **EUROPE** by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:—

	1ST CLASS
to London via Plymouth or Southampton	£62. 0. 0.
to Bremen	63. 10. 0.
to Paris via Cherbourg	65. 0. 0.
to Naples, Genoa, via Gibraltar	65. 0. 0.

Norddeutscher Lloyd.

For further Particulars, apply to

MELCHERS & CO., *Agents.*

'IS CHRISTIANITY WORTH INTRODUCING INTO CHINA'

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price ... ... 50 Cents.

PEACHING THE GOSPEL IN JAPAN AND TIBET.'

By Prof. E. H. PARKER.

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price... ... ... $1.00.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL.'

Price .....Fifty Cents.

To be had at the 'China Mail' Office 5 Wyndham Street

NEW BREWING PROCESS.

Beer Made In Two Days.

In the brewing industry great expense is entailed by the necessity for cooling the wort (as beer is called before being fermented) in order to enable the yeast to effect its purpose. The wort of lager beer, for example, must be reduced to 38deg. Fahrenheit, and that of English beer to about 60deg. or 70deg.

In future, refrigeration will be eliminated from the brewing process, if the discovery, made by Mr Grove Johnson, of a yeast capable of producing fermentation at a temperature of 110deg. Fahrenheit prove to be all that is claimed for it. The matter has attracted widespread attention abroad, but, comparatively speaking, little notice has been paid to it hitherto by English brewers. A party of about sixty Belgian brewers, under the leadership of the editor of the "Petit Journal du Brasseur," paid a special visit to the model brewery which has been built at Norbury, in the south-western suburbs, for the purpose of witnessing a demonstration of brewing by the Johnson and Hare process, in which the new ferment (saccharmyces thermantitionum) is used.

A remarkable feature of this process is the great saving of time accomplished. Under present conditions lager beer cannot be made in less than three months, while English beer requires at least seven days. But under the new methods the process is completed in two days. Some excellent beers of the Pilsener, Bolgian, and Münchener types, which had been made only four days previously, were tasted by the visitors.

It may be mentioned that Professor Lindner, of the Government Technical School, Berlin, considered the discovery of sufficient importance to be made the subject of a special lecture, and demonstrations have been given in Vienna, Brussels, Paris, and Copenhagen.

It is claimed for the process, which is the property of the S. T. Ferment Company (Limited), that it greatly lessens the cost of production. The rapidity of fermentation renders the holding of large stocks of beer unnecessary, thus releasing a corresponding amount of capital. Fewer sets of utensils are required, and cooling machinery is altogether dispensed with.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAIMUN, Captain A. J. ROBSON, will be despatched for the above Ports on SUNDAY, the 26th August, at 9 a.m.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., *General Managers.*

Hongkong, August 22, 1906. 1666

FOR ODESSA (DIRECT).

THE Steamship ALEXANDER WENTZELL, will be despatched for the above Port on or about MONDAY, the 27th instant.

For Freight and further particulars, apply to BRADLEY & Co., *Agents,* The Northern Steamship Co., Ld. of St Petersburg.

Hongkong, August 22, 1906. 1671

FOR SINGAPORE, PENANG AND CALCUTTA.

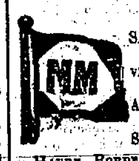
THE Steamship CATHERINE APCAR, Captain W. D. A. THOMSON, will be despatched for the above Ports on TUESDAY, 28th the inst., at 3 p.m.

For Freight or Passage, apply to D. SASSOON & Co., LD., *Agents.*

Hongkong, August 22, 1906. 1670

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship CALEDONIEN, Captain GREGORY, will be despatched for MARSEILLES on TUESDAY, the 4th September, 1906, at 1 P.M.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. POLYNESIEN .....Sept. 18, 1906.
S.S. SALAZIE .....Oct. 2, 1906.
S.S. OCEANIEN .....Oct. 16, 1906.

G. DE CHAMPEAUX, *Agent.*

Hongkong, August 22, 1906. 1673

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

THE Steamship MONTROSE, Captain R. GLEGG, will be despatched as above on or about 17th September.

For Freight, etc., apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, (Hotel Mansions).

Hongkong, August 17, 1906. 1638

'SHIRE' LINE STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship RADNORSHIRE, will be despatched for the above ports on or about THURSDAY, the 20th September, 1906.

For Freight & Passage, apply to SHEWAN, TOMES & CO., *Agents.*

Hongkong, August 17, 1906. 169

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Catherine Apcar,* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 P.M., of the 24th Inst., 1906, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON, & Co., LD., *Agents.*

Hongkong, August 21, 1906. 1665

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *BENCLEUCH.*

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous GODOWNS of the HONGKONG and KOWLOON WHARF and GODOWN CO., LIMITED, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 29th August, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th August, at 11 a.m.

No Fire Insurance has been effected

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., *Agents.*

Hongkong, August 22, 1906. 1669

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.

FROM ANTWERP, LONDON AND PORTS.

THE Company's Steamship *Glenlogan,* having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 27th inst., will be subject to rent.

No Fire Insurance will be effected.

All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Co. within ten days after the Steamer's arrival.

No claims will be recognised if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, August 20, 1906. 1650

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE

NOTICE TO CONSIGNEES.

THE Company's Chartered Steamship GLENFARG, having arrived in port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and take immediate delivery from alongside.

Cargo impeding discharge or remaining on board after 6 o'clock p.m., THURSDAY, the 23rd inst., will be landed and stored at Consignees' risk and expense at the Kowloon Wharf and Godown Co.

Torn, chafed and otherwise damaged cargo will be examined on SATURDAY, the 25th inst., at 10 a.m.

No Fire Insurance will be effected.

K. MATSDA, *Manager.* YORK BUILDING.

Hongkong, August 21, 1906. 1657

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *TREMONT.*

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., *Agents.*

Hongkong, August 18, 1906. 1648

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

THE STEAMSHIP *YEDDO.*

FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., Kowloon, whence delivery may be obtained.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 24th August, at 3 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th August, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & CO., *Agents.*

Hongkong, August 18, 1906. 1647

Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMER *POLYNESIEN.*

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. *Dordogne* and *Malapan*; from HAVRE ex s.s. *Dordogne*; from BORDEAUX ex s.s. *Verbeckmoes,* in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

'Optional' Cargo will be forwarded on unless intimation is received from the Consignees before 9 A.M., TO-MORROW, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining unclaimed after MONDAY, the 27th August, at Noon, will be subject to rent landing charges.

All claims must be sent in to me on or before the 27th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 27th August, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, *Agent.*

Hongkong, August 20, 1906. 1656

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *OCEANA.*

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo:—

From LONDON, &c. ex s.s. *China, Persia* and *Himalaya.*
From ITALY, ex s.s.
From AUSTRALIA, ex s.s.
From CALCUTTA, ex s.s. *Syria.*
From PERSIAN GULF, ex s.s. B.I.S.N. and B. & P.S.N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 28th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, *Superintendent.*

Hongkong, August 21, 1906. 1664

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER *SOCOTRA.*

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From LONDON.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 24th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, *Superintendent.*

Hongkong August 18, 1906. 1643

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1905, £17,837,119.

I—Authorised Capital £3,000,000
Subscribed Capital £2,750,000
Paid-up Capital £687,500 0 0
II—Fire Funds 3,336,720 19 8
III—Life & Annuity Funds 13,763,898 8 5

£17,837,119 8 1

Revenue Fire Branch... 2,061,044 19 8
" Life & Annuity Branches..... 1,713,808 19 10

£3,774,853 19 6

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., *Agents.*

1537

FIREMAN'S FUND INSURANCE CO. OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31ST DECEMBER, 1905.

ASSETS, GOLD.....$7,232,552.19
NET SURPLUS, GOLD.....$2,718,146.59
INCOME, GOLD $4,179,784.92

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, April 3, 1906. 562

SIR ROBERT HART.

Pathetic Letters.

Sir Robert Hart, the Inspector General of Chinese Customs, has not yet officially tendered his resignation, says the *Overseas Daily Mail* of July 24, but his intention to do so surprises no one. He has long contemplated the step, and the British Foreign Office has secured from China a reaffirmation of the principle that a Britisher is to succeed him.

Some interesting letters from Sir Robert Hart to a friend have just been courteously placed at our disposal. They show what, indeed, is well known—viz., that for a long time Sir Robert has been earnestly longing for a quiet old age.

Writing from Peking on January 3 last year, he says:

"I was not able to get away to the Chicago doings in 1893; then came this war between China and Japan; after that we had the siege of 1900; and when next I planned to go to St. Louis in 1904 this dreadful Russo Japanese affair came along to make departure impossible. So I have been tied to the oar like a galley slave ever since we said good-bye, and I really do not know when I shall be free. A month ago I applied for leave, urging that I am seventy (February 20), that work is too heavy, that a younger and abler man is now wanted for this position, etc; but the Palace replied: 'You must wait till the war ends, and affairs settled,' and one of the Ministers laughingly said, 'Seventy! Why, man, you'll be here till you're ninety!'

"I am still alone; Lady Hart and the young people—I have now three grandchildren—are at home, where they have been waiting for my return over twenty years. What a slice to be cut out of a domestic life! However, the Fates would have it so."

Again, on October 17 last year, Sir Robert wrote from Peking:

"My own life goes on as usual. My days are full of work, which grows in quantity, variety, and interest; but the months and years are slipping away, and both youth and middle-age are things of the past. I am now an old—a very old man.

"Peace has revisited the Far East, and it is to be hoped the next ten or twenty years will see progress of the best kind all along the line in China. Until now we have simply been feeling the way and preparing foundations, but now the new [illegible] is going to build, and China [illegible] tower high among the nations.

"(Signed) ROBERT HART."

To-day's Advertisements

EXCHANGE.

HONGKONG, August 23, 1906.

On London—	
Bank, Wire,	2/1⅛
„ On demand,	2/1⅛
„ 30 days' sight,	2/1⅛
„ 4 months' sight,	2/1⅛
Credits, 4 „	2/2$\frac{1}{16}$
Documentary, 4 months' sight,	2/2⅜
On Paris—	
On demand,	269½
Credits, 4 months' sight,	273½
On Berlin—	
On Demand,	219
On New York—	
On demand,	51½
Credits 60 days' sight,	52¾
On Bombay—	
Wire,	159¾
On demand,	159¾
On Calcutta—	
Wire,	159¾
On demand,	159¾
On Singapore—	
On demand,	9½%P.
On Manila—	
On demand, Pesos	104½
On Shanghai—	
On demand,	72½
30 days' sight, (private paper)	73⅛
On Yokohama—	
On demand,	104⅛
Gold Leaf, 100 fine, (per tael)	$49.30
Sovereigns (Bank's buying rate)	$ 9.25
Silver (per oz.)	30⅛

SHIPPING.

ARRIVALS.

August 22.

Kwang Lee, Chinese steamer, 1,468, R. L. Lincoln, Shanghai August 19, General. —C. M. S. N. Co.

Prominent, Norwegian steamer, 746, J. Christiansen, Chinkiang Aug. 18, General. —ORDER.

August 23.

Peik, Norwegian str., 745, J. Lorentzen, Iloilo August 18, Sugar and Sapan Wood. —AAGAARD, THORESEN & Co.

John Hardie, British str., 2,815, D. S. McMillan, Amoy August 22, General.—SHEWAN TOMES & Co.

Paklat, German str., 1,018, H. Demes, Bangkok August 16, Rice and Wood.—BUTTERFIELD & SWIRE.

Hongkong, French str., 739, A. Suzzonni, Haiphong and Hoihow Aug. 22, General. —A. R. MARTY.

Delhi, British str., 4,783, J. D. Andrews, R N R., Shanghai August 21, Mails and General.—P. & O. S. N. Co.

Taikosan Maru, Japanese str., 1,994, J. Narasaki, Kutchinotzu August 18, Coal.—MITSUI BUSSAN KAISHA.

Alacrity, British despatch-vessel, 1,700, E. La T. Leatham, Shanghai and Amoy August 21.

Lydia, German str., 1,772, C. Meyer, Saigon August 19, Rice.—SIEMSSEN & Co.

Chiyuen, Chinese str., from Canton

[illegible], British str., from Canton

DEPARTURES

August 22

Liangchow, for Chefoo.

August 23

Jacob Diederichsen, for Hoihow

Gloamin, for Batavia.

Kwanglee, for Canton.

Andree Rickmers for Bangkok.

Laisang for Singapore and Calcutta

Bencleuch, for Nagasaki

CLEARED

Chowfa, for Hoihow.

Fooshing, for Swatow

Derwent, for Saigon.

Alta, for Port Townsend

[illegible], for Tamsui.

PASSENGERS

ARRIVED.

Per *Kwanglee*, from Shanghai Miss Wallace.

Per *Delhi*, from Shanghai: for Hongkong, Messrs W. H. D. Strath, W. James, W. Maxfield, and 8 Naval Details; for Colombo, Mr R. A. Sethna; for Bombay, Lady Wolseley and servant; for London, Mr and Mrs Donaldson and child, and Sergt. P. Brady. From Yokohama: for Penang, Mr G. H. Irwin.

DEPARTED.

Per *Tremont*, for Yokohama, Mr and Mrs E. J. Hughes, 3 children and amah, Mr and Mrs H. G. Simons, Messrs W. H. Wickham, Geo. H. Medhurst, F. W. Edwards, Kawabe, J. Martin and Leaka; for Kobe Messrs Takatsu and Rev. J. B. Corell; for Victoria, B.C, Mr Chas Cottam; for United States, Messrs F. Jones, Peter Kayzer, R. Brutsche, F. Peshick, Capt F. F. Archer, Mr L. A. Odlin, Mrs and Miss Odlin, Mrs M. F. Williams, Mr R. F. Lewis, Col. and Mrs Doyen, child and amah, Messrs J. W. Ailes, A. G. Embrey, J. R. Painter, Mrs Painter and child, Mr H. T. Heath, Mrs and Miss Heath, Mrs Geo. R. Horber and child, Mr W. D. Wright, Mrs Allen and child, Mr H. M. Trueblood, and Capt. N. Seargent.

POST OFFICE NOTICES.

Mails will close:—

For SOURABAYA.—
Per *Queen Alexandra*, at 9 a.m., on Friday, the 24th August.

For SAIGON.—
Per *Laertes*, at 10 a.m., on Friday, the 24th Aug

For MACAO.—
Per *Heungshan*, at 12.15 p.m., on Friday, the 24th Aug.

For CEBU & ILOILO.—
Per *Sungkiang*, at 3 p.m., on Friday, the 24th August.

For SWATOW, SINGAPORE & BANGKOK.—
Per *Kohsichang*, at 5 p.m., on Friday, the 24th Aug.

For HOIHOW & HAIPHONG.—
Per *Hongkong*, at 10 a.m., on Saturday, the 25th August.

For MACAO.—
Per *Heungshan*, at 12.45 p.m., on Saturday, the 25th Aug.

For SWATOW & BANGKOK.—
Per *Proteus*, at 2 p.m., on Saturday, the 25th August.

For MANILA.—
Per *Loongsang*, at 3 p.m., on Saturday, the 25th August.

For TIENTSIN.—
Per *Kueichow*, at 3 p.m., on Saturday, the 25th Aug.

For MOJI, KOBE, YOKOHAMA & SAN FRANCISCO.—
Per *Tonawanda*, at 4 p.m., on Saturday, the 25th Aug.

For SINGAPORE.—
Per *John Hardie*, at 4 p.m., on Saturday, the 25th Aug.

For SWATOW, AMOY, & FOOCHOW.
Per *Haimun*, at 5 p.m., on Saturday, the 25th Aug.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Catherine Apcar*, at 10 a.m., on Tuesday, the 28th Aug.

MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Delhi* will be despatched on SATURDAY, the 25th August, with Mails for the United Kingdom, the Continent of Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

Printed Matter and Samples at 10 a.m.
Registration at 10 a.m.
Registration, with late fee of 10 cents, up to 10.45 a.m.
Registration, Kowloon B.O., 10 a.m. No late fee.
Letters at 11 a.m.
Late Letters 11 to 11.30 a.m. Extra Postage 10 cents.
(Supplementary Mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.
The Parcel mail will closed at 5 p.m., on Friday, the 24th Aug.

VESSELS AT THE DOCKS— *At Kowloon*, Alta, Queen Alexandra, Zafiro, Loyal.

Cosmopolitan—Kowloon.

Aberdeen.—

Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping of midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Officer
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

VESSELS' NAMES.	ANCHORAGE.	CAPTAIN.	FLAG AND RIG.	TONS NETT.	DATE OF ARRIVAL	CONSIGNEES OR AGENTS.	DESTINATION.	REMARKS.
Steamers.								
Amoy	3 c	Plambeck	Ger. str.	663	Aug. 18	Sander, Wieler & Co.		
Bencleuch	k w	Reid	British str.	2979	Aug. 22	Gibb, Livingston & Co.		
Binh Thuan	3 c	Roulet	French str.	2690	Aug. 22	Arnhold, Karberg & Co.		
Cairo	3 c	Larsen	Norw. str.	1381	Aug. 17	Aagaard, Thoresen & Co.		
Catherine Apcar	4 c	Thomas	British str.	2961	Aug. 21	David Sassoon & Co., Ld.	S'pore & Calcutt.	August 28.
Chi Yuen	2 h	Stowart	Chi. str.	1211	Aug. 18	C. M. S. N. Co.		
Chow Fa	3 c	Spiesen	Ger. str.	1055	Aug. 15	Butterfield & Swire		
Coptic	3 c	Finch	British str.	2744	July 20	O. & O. S. S. Co.		
Delhi	5 c	Andrews	British str.	4783	Aug. 23	P. & O. S. N. Co.	Europe, &c.	August 25.
Derwent	3 c	Jenkins	British str.	1563	Aug. 10	Chinese	Saigon	August 24.
Eisabeth Rickmers	3 c	Botefuhr	Ger. str.	1018	Aug. 22	Butterfield & Swire		
Emma Luyken	3 c	Gerrand	Ger. str.	1123	July 16	Chinese		
Empress of India	4 c	Beetham	British str.	3046	Aug. 14	C. P. R. Co.	Vancouver (B.C.)	August 30
Falk	3 c	Gundersen	Norw. str.	1380	Aug. 19	Sander, Wieler & Co.		
Germania	3 c	Flugel	Ger. str.	1000	Aug. 13	Siemssen & Co.		
Glenfarg	3 c	Holman	British str.	2350	Aug. 21	Toyo Kisen Kaisha	Kobe & Callão	Sept. 1.
Hongkong	3 c	Suzzoni	French str.	377	Aug. 23	A. R. Marty	Hoihow & Haiphong	August 25.
John Hardie	3 c	McMillan	British str.	2815	Aug. 23	Shewan, Tomes & Co.	Spore & New York	August 25.
Kalchur	8 k	Walker	British str.	2155	Aug. 2	Arnhold, Karberg & Co.		
Kohsichang	3 c	Rosiefsky	Ger. str.	1291	Aug. 17	Butterfield & Swire	Swatow & Bangkok	August 25.
Kowloon		Stehr	Ger. str.	1487	Aug. 16	Siemssen & Co.		Cos'tan Dock
Kueichow	3 c	Hooker	British str.	1214	Aug. 19	Butterfield & Swire		
Kwang Lee	3 c	Lincoln	Chi. str.	1467	Aug. 22	C. M. S. N. Co.		
Laertes	3 c	Jackson	British str.	1340	Aug. 16	Chinese	Saigon	August 24
Loongsang	5 c	Smith	British str.	1092	Aug. 20	Jardine, Matheson & Co.	Manila	August 25.
Loyal	3 c	Natzine	Ger. str	684	Aug. 17	Sander, Wieler & Co.		
Mongolia	3 c	Porter	Amer. str.	8750	Aug. 15	P. M. S. S. Co.	S'hai & San F'cisco	August 28.
Neil Macleod	2 c	Corral	Amer. str.	901	June 19	Barretto & Co.		
N. S. de Rosario	2 c	Blanco	Amer. str.	715	June 12	Barretto & Co.		
Paklat	3 c	Demes	Ger. str.	1018	Aug. 23	Butterfield & Swire		
Peik	3 c	Lorentzen	Norw. str.	745	Aug. 23	Aagaard, Thoresen & Co.		
Petchaburi	3 c	Gosewisch	Ger. str.	1189	Aug. 17	Melchers & Co.		
Phra Nang	3 c	Schmetz	Ger. str.	1021	Aug. 21	Butterfield & Swire		
Phu-yen	3 c	Ducroiset	French str.	1247	Aug. 18	Bradley & Co.		
Prominent	3 c	Christiansen	Norw. str.	746	Aug. 22	Order		
Proteus	3 c	Krabbe	Norw. str.	1024	Aug. 21	Nippon Yusen Kaisha	Swatow & Bangkok	August 25.
Queen Alexandra	9 k	Leslie	British str.	2545	Aug. 12	Shewan, Tomes & Co.	Scurabaya	August 24.
Rein	c	Mathisen	Norw. str.	726	July 4	Bradley & Co.		
Resolut	3 c	Jorgensen	Norw. str.	865	Aug. 2	Aagaard, Thoresen & Co.		
Signal	3 c	Schlaikier	Ger. str	907	Aug. 21	Jebsen & Co.		
Sungkiang	3 c	Robinson	British str.	1021	Aug. 16	Butterfield & Swire	Cebu & Iloilo	August 24.
Taikosan Maru	9 c	Narasaki	Japan. str.	2200	Aug. 23	Mitsui Bussan Kaisha		
Taishan	2 c	Laing	British str.	1122	June 29	Bradley & Co.		
Tientsin	3 c	Monkman	British str.	1227	Aug. 19	Butterfield & Swire	Tamsui	August 23.
Tonawanda	2 c	Clarke	British str.	2076	Aug. 13	Shewan, Tomes & Co.	Japan & San F'cisco	August 25
Virginia	2 c	Crocker	British str.	2789	Aug. 4	Standard Oil Co.		
Waihora	3 c	Lyons	British str.	1267	Aug. 10	Chinese		
Zafiro	5 c	Rodger	British str.	1611	Aug. 20	Shewan, Tomes & Co.	Manila	August 25,
Z. Y. de Aldecoa	2 c	Echaus	Amer. str.	1260	May 15	Barretto & Co.		
Sailing Vessels.								
Alta			Amer. sh.	1000	April 14	Master		K'loon Dock

STEAMERS PASSED SUEZ CANAL.

[SUPPLIED THROUGH REUTER].

Senegambia, Shinko Maru, July 31; *Kintuck*, Aug. 3; *Bengloe, Braemar, Denbighshire, Manila, Suevia, Tourane*, 7; *Machaon, Salazie Seydlitz, Teenkai, Awa Maru, Acilia, Cambodia*, 10; *Benlomond, Kennebec Peshawur, Segovia, Rhenania*, 14; *Agamemnon, Benlioers, Moyune, Poona, Prometheus, Tonkin*, 17; *Glenroy, Japan, Nippon*, 21.

Mails.

The Imp. German Mail s.s. *Prinz Heinrich* carrying the German Mails with dates from Berlin of the 31st July, left Colombo on Friday, the 17th August, p.m. and may be expected here on or about Monday, the 27th August, p.m.

The Imp. German Mail s.s. *Prinz Eitel Friedrich* left Kobe on Sunday, the 19th August, p.m., and may be expected here on or about Tuesday, the 28th August.

The Imp. German Mail s.s. *Prinz Waldemar* left Sydney on Saturday, the 4th August at noon, and may be expected here on or about the 27th August.

The T. K. K. s.s. *Nippon Maru* sailed from Yokohama for this port on the 18th August, and is due to arrive in Hongkong on the 28th August.

The C. P. R. Co.'s s.s. *Empress of Japan* left Vancouver on Monday afternoon, the 13th August, for Hongkong, via the usual Ports of Call.

Steamers Expected.

The Great Northern s.s. *Minnesota*, from Seattle, left Shanghai on the 21st August, at 11 a.m., and is due to arrive here on the 23rd August, p.m.

The N. Y. K. s.s. *Colombo Maru* (Bombay Line), left Singapore for this port on the 19th August, and is expected here on 24th August.

The P. & A. Co.'s s.s. *Aragonia* sailed from Moji for Hongkong on the morning of the 19th August, and she is due to arrive at this port on the 24th August.

The C. N. Co.'s s.s. *Tean* is due here from Manila on the 24th August.

The C. N. Co.'s s.s. *Tsinan* left Kuchinotzu on the 20th August, p.m., and may be expected here on the morning of 25th August.

The N. Y. K. s.s. *Kawachi Maru* (European Line), left Singapore for this port on the 20th August, and is expected here on the 25th August.

The C. P. R. Co.'s s.s. *Tartar* left Yokohama on Saturday afternoon, the 18th August, for Victoria and Vancouver.

The C. N. Co.'s s.s. *Kiukiang*, from Shanghai, is due here on the 28th August, a.m.

The N. Y. K. s.s. *Bombay Maru* (Bombay Line), left Bombay for this port via Tuticorin on the 19th August.

The s.s. *Saint Patrick* sailed from New York, for China and Japan, on Aug. 9th.

The Boston Tow Boat Co.'s s.s. *Lyra*, sailed from Seattle on 12th August for Japan, Manila and Hongkong.

The s.s. *Namsang*, from Calcutta and the Straits, left Singapore for this port on the 20th August, at 6 p.m.

The Glen Line steamer *Glenearn*, from London and ports, left Singapore on Tuesday, the 21st August.

The C. N. Co.'s s.s. *Changsha* left Thursday Island on the 20th August, and may be expected here on the 1st Sept., p.m.

Latest Advices.

The C. P. R. Co.'s s.s. *Athenian* arrived at Nagasaki at noon on Wednesday, the 22nd August, and left again at 6 p.m. on same day for Shanghai, where she is due to arrive at noon, on Friday, the 24th August.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Vancouver at 11.30 p.m. on Tuesday, the 21st August.

The C. N. Co.'s s.s. *Shaohsing* left Shanghai for this via Amoy on 22nd August, at noon, and may be expected here on 27th August, a.m.

The N. Y. K. s.s. *Kagoshima Maru* (Bombay Line) left Shanghai for this port on the 22nd August, and is expected here on 25th August.

The O. & O. Co.'s s.s. *Doric* will sail from Yokohama on the 24th August, and she is due to arrive at this port on September 4th.

The C. N. Co.'s s.s. *Kaifong* left Iloilo on 22nd August, and may be expected here on the 26th August.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr I. R. Adams
Mrs K. Anderson
Mr J. Arnold
Mr H. Murray Bain
Mr A. S. Baker
Mr A. H. Bardy
Mr H. G Battiscombe
Mr R. B. Beattie
Eng.-Lieut. H. F. Bell, R.N.
Mr A. Van Biervliet, (Vice Consul for Belgium)
Capt. R. A. Birss
Mr S. Bisney
Mr W. S. Bissell
Mr H. Brewer
Mr F. G. Brighton
Mr L. Broughall
Mr L. F. Campbell
Mr A. Carter
Maj. A. A. Chichester, D.A.A.G., D.S.O.
Mrs A. A. Chichester
Mr M. O. Clark
Mr and Mrs T. W. Clarke
Mr T. Clarke
Mr C. A. Clear
Mr H. E. Colvin
Mr J. L. Connor
Mr A. Cruickshank
Mr F. O. Davies
Mr and Mrs W. H. Donald
Mr F. H. Doolittle
Mr and Mrs Douglas
Mr and Mrs W. A. Dowley
Mr T. C. Downing
Mr G. A. Dunlop
Mr W. Einstmann
Mr H. J. Fairchild
Mr R. Fischer
Mr H. G. Fisher
Mr C. B. Franklin
Stuart J. Fuller (American Vice-Consul General)
Mr Denman Fuller
Mr A. Gibson
Mr B. Hara.
Mr B. Brotherton Harker
Dr and Mrs Heanley
Hon. and Mrs E. A. Hewett
Mr W. M. Humphreys
Mr R. Hunter
Capt. R. Innes
Mr and Mrs J. W. Jamesson
Mr P. A. Jolles
Mr S. P. F. Jokl
Mr J. C. Joughin
Mr A. H. Laing
Mrs F. Lecomreur
Mr R. B. Levien
Mr W. Logan
Dr O. Marriott
Mr W. J. McDonagh
Mrs J. S. McGregor
Dr and Mrs W. B. A. Moore
Mr A. Moreno, (Consul General for Panama)
Mr and Mrs R. H. Newhorn
Mr F. O'Brion
Mrs O'Neill
Mr B. L. Packer
Mrs E. Offord Patey
Mr W. Peake
Mr and Mrs T. L. Perkins
Mr W. A. Powell
Mr C. M. Preshaw
Mr H. J. Reid
Mr and Mrs F. P. Pirey
Mrs J. S. Roach and child
Miss E. Ruhdel
Mr and Mrs E. Bruce Shepherd
Mr J. Spittles
Mr W. T. Stebbing
Mr H. Stephens
Mr P. D. Sutherland
Rev. A. J. Stevens
Mr and Mrs M. L. Thompson
Miss H. M. Thompson
Mr W. Von Uffel
Mr C. H. Uebehaun
Mr J. B. Wishart
Mr G. G. Wood
Mr & Mrs T. Wright

KING EDWARD HOTEL.

Capt. & Mrs Russell Almond
Mrs W. H. S. Barnes
Mr H. J. Colahan
Mr and Mrs A. Cunningham
Mr L. T. Delaney
Miss Max. Dobbins
Mr F. Duley
Mrs C. M. Jack
Mrs Jackson & child
Vice-Consul M. Lejeune
Mr A. C. Little
Mr T. D. McKay
Mr Frank Miur
Mr E. J. Moses
Mr and Mrs A. B. Moulder
Mr A. E. Paine
Miss Annie Peacock
Dr W. W. Pearse,
Mr G. F. Story
Mr F. R. Vida
Mr G. Williams

BALTIMORE HOTEL.

Mr Amos G. Bellis
Mr H. Cunningham
Mr Mills Dean
Mr H. B. Fernald
Capt. N. Foye
Mr Harry F. Grady
Mr Helms
Mr Paul Holman
Mr Julius T. Knox
Mr C. B. Lehmer
Mr Marcus
Mr J. Midzushiwa
Mr H. J Van Miter
Mr K. Nomura
Mr H. P. Wilits
Miss E. A. Woodsum

PELHAM HOUSE.

Mr Fred. A. Brown
Mr W. T. Edwards
Mr and Mrs Hooper
Mr Hurley
Mr J. Hutchings
Mr Nichol
Mr C. Nicholson
Mr W. T. Soutt
Mr S. H. Sutton
Mr Woodthorpe

KOWLOON HOTEL.

Dr D. H. Ainslie
Mr and Mrs G. W. Barr
Dr Said Fareed
Mr [illegible] Gellon
Mr A. J. Hall
Mr Stackwood

NEW CONNAUGHT HOTEL.

Mr G. W. Avenell
Miss R. Barber
Mr Bohler
Mr & Mrs F. Bradley
Mr E. E. P. Erskine
Mr H. Eyre
Mr R. M. Ezekiel
Mr H. B. Fernald
Mrs Gorman
Mr J. Hanson
Mr and Mrs Higby
Mr J. E. Joseph
Vre. Llovent
Miss Llovent (A)
Miss Llovent (D)
Mr C. H. Mackay
Mr J. Meek
Mr J. Murchie
Mrs Romann de Iu Owa
Miss Cormlu de Iu Owa
Mr R. Ramsey
Miss R. Square
Mr & Mrs H. Thurston
Mr and Mrs A. H. Tomsett
Mr D. C. Vickers

CARLTON HOTEL.

Mr Roger J. Andap
Capt. T. Anderson, R.A.
Mr A. Le Bas
Mr A. E. Blanco
Mr W. Bonnas
Mr Wm. B. Boyce
Mr Percy Bruhl
Mr Ehrmann
Mr J. L. Farwell
Mrs Farwell
Mr W. Ferry
Mrs E. Fey
Miss M. Gains
Mr T. L. Harrison
Mr W. Jackson
Mr A. H. Laing
Mr G. Lloyd
Mr W. P. Martine
Mr McInnes
Capt. and Mrs P. Merlees
Mrs Osborne
Mr R. W. Pearson
Miss Stephens
Mr R. Stevenson

Hongkong Tides.

The tide table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the soundings in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard, add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

Add 23 minutes 18 seconds to the figures given below to correct to Zone time.

August 24th to 30th, 1906.

		HIGH WATER.		LOW WATER.	
Day of Week.	Day of Month.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height
		h m	feet.	h m	feet.
Fri.	24	m 11 48	6.7	m 5 17 6 8 a	2.4 1.0
Sat.	25	m 0 21 0 48 a	5.7 6.0	m 6 9 6 45 a	2.4 2.5
Sun.	26	m 1 10 2 8 a	6.0 5.3	m 7 26 7 20 a	2.5 3.0
Mon.	27	m 2 6 3 34 a	6.0 4.8	m 9 4 8 14 a	2.5 3.5
Tues.	28	m 3 10 5 9 a	6.2 4.5	m 10 17 9 11 a	2.8 3.9
Wed.	29	m 4 18 6 43 a	6.4 4.5	0 3 a 10 58 a	1.9 4.0
Thur.	30	m 5 29 8 2 a	6.7 4.6	1 3 a 11 58 a	1.5 3.9

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.81	29.88	29.79
Temperature	88	87	89
Humidity	66	65	54
Direction of Wind	SE	W	S
Force	1	1	1
Weather	b	b	b
Rain	—	—	—

Highest open air temperature on the 21st 89
Lowest open air temperature on the 21st.......78

F. G. FIGG, *First Assistant*,
Hongkong Observatory, Aug. 22, 1906.

Temperature.

HONGKONG, August 23.

BAROMETER—		9 A.M.	29.83
Do.		1 P.M.	29.81
Do.		4 P.M.	29.76
THERMOMETER—		9 A.M.	85
Do.		1 P.M.	87
Do.		4 P.M.	87
Do.	(Wet bulb)	9 A.M.	78
Do.	Do.	1 P.M.	79
Do.	Do.	4 P.M.	80
Do.	Maximum		87
Do.	Minimum over night		81

Vessels Advertised as Loading.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
Bremen, v. ports of call	Prinz Eitel Friedrich	Melchers & Co.	Aug. 29, at Noon.
Bremen, v. Ports of call	Sachsen (s)	Melchers & Co.	Sept. 10, at Noon.
Boston & New York	Foxley (s)	Arnhold, Karberg & Co.	About Sept. 4.
Callao, Iquique v Japan	Glenfarg (s)	Toyo Kisen Kaisha	Sept. 1, at Noon.
Cebu & Iloilo	Sungkiang (s)	Butterfield & Swire	August 24.
Genoa, Mars. & L'pool	Peleus (s)	Butterfield & Swire	September 20.
Naples, Havre, H'burg	Silesia (s)	Hamburg-Am'ka Linie	Sept. 6.
Havre & Hamburg	Helvetia (s)	Hamburg-Am'ka Linie	Sept. 10.
Kobe & Yokohama	Prinz Waldemar (s)	Melchers & Co.	About Aug. 29.
Kobe & Yokohama	Kawachi Maru (s)	Nippon Yusen Kaisha	Aug. 26, Daylight
Kobe and Yokohama	Suevia (s)	Hamburg-Am'ka Linie	September 5.
L'don, Am'dam, A'erp	Achilles (s)	Butterfield & Swire	August 28.
L'don, Am'dam, A'erp	Diomed (s)	Butterfield & Swire	Sept. 11.
London	Benvorlich (s)	Gibb Livingston & Co.	About Aug. 24.
London, &c.	Delhi (s)	P. & O. S. N. Co.	Aug. 25, at Noon.
London, Antwerp, &c.	Sunda (s)	P. & O. S. N. Co.	About Aug. 30.
L'don, Antwerp, &c.	Java (s)	P. & O. S. N. Co.	About Sept. 12.
Mars., Havre & L'pool.	Alcinous (s)	Butterfield & Swire	Aug. 30.
Manila, Aus'lian Ports	Nikko Maru (s)	Nippon Yusen Kaisha	Sept 7, at 4 p.m.
Manila, A'lian Ports.	Tsinan (s)	Butterfield & Swire	August 27.
Manila, Aus'lian Ports	Eastern (s)	Gibb, Livingston & Co.	Sept. 1, at Noon.
Mar., L'don, Aerp, &c.	Hakata Maru (s)	Nippon Yusen Kaisha	Sept. 5, Daylight.
Marseilles via Saigon.	Caledonien (s)	Messageries Maritimes	Sept. 4, at 1 p.m.
Manila	Zafiro (s)	Shewan, Tomes & Co	Sept. 1, at Noon.
Manila	Rubi (s)	Shewan, Tomes & Co.	Sept. 8, at Noon.
Manila	Tean (s)	Butterfield & Swire	August 28.
Manila	Loongsang (s)	Jardine, Matheson & Co	Aug. 24, at 4 p.m.
N'saki & V'stock	Daphne (s)	Hamburg-Am'ka Linie	August 31.
N'ki, Kobe & Y'ama	Kumano Maru (s)	Nippon Yusen Kaisha.	Sept. 5, at Noon.
NewYork v. Suez Canal	John Hardie (s)	Shewan, Tomes & Co.	About Aug. 25.
NewYork v. Suez Canal	Atholl (s)	Dodwell & Co. Limited	About Sept. 8.
Odessa direct	Alexander Wentzel (s)	Bradley & Co.	About Aug. 27.
San Francisco v. Japan	Tonawanda (s)	Shewan, Tomes & Co	About August 25.
San F'cisco via Japan.	Mongolia (s)	Pacific Mail S.S. Co.	Aug. 28, at Noon.
San Francisco v. Japan	Nippon Maru (s)	Toyo Kisen Kaisha	Sept. 4, at Noon.
San Francisco v. Japan	Doric (s)	O. & O. S.S. Co.	Sept. 14, at Noon.
S'pore, Penang & C'tta	Catherine Apcar (s)	D. Sassoon & Co, Ld	Aug. 28, 3 p.m.
S'pore Cl'bo. & B'bay.	Kagoshima Maru (s)	Nippon Yusen Kaisha.	Sept. 28, at 4 p.m.
S'pore, P'ang, C'bo, &c.	Austria (s)	Sander, Wieler & Co.	August 28, p.m.
Seattle v. S'hai, Japan	Minnesota (s)	Nippon Yusen Kaisha.	Sept. 7, at Noon.
S'hai, Kobe & Y'hama	Senegambia (s)	Hamburg-Am'ka Linie	August 28.
S'hai, N'ki, Kobe, Y'ma	Prinz Heinrich (s)	Melchers & Co.	About August 29.
S'hai, Moji & Kobe	Colombo Maru (s)	Nippon Yusen Kaisha.	Aug. 25, at 5 p.m.
S'hai, Moji, Kobe Y'ma.	Manila (s)	P. & O. S. N. Co.	About Sept. 2.
Shanghai	Devanha (s)	P. & O. S. N. Co.	About Sept. 6.
Shanghai	Shaohsing (s)	Butterfield & Swire	August 31.
Tamsui	Tientsin (s)	Butterfield & Swire	August 24.
S'hai and Portland, Or.	Aragonia (s)	Portland & A. S. Co.	Aug. 28, Daylight.
S'hai and Portland, Or.	Nicomedia (s)	Portland & A. S. Co.	Sept. 16, Daylight.
S'tow, Amoy & Tamsui	Joshin Maru (s)	Osaka Shosen Kaisha	Aug. 26, at 10 a.m.
S'tow, Amoy, Foochow	Haimun (s)	Douglas Lapraik & Co.	Aug. 26, at 9 a.m.
Swatow & Bangkok	Proteus (s)	Nippon Yusen Kaisha.	About Aug. 25.
Tientsin	Kueichow (s)	Butterfield & Swire	August 25.
Victoria & Japan Ports	Bellerophon (s)	Butterfield & Swire	August 30.
Victoria, B.C., Seattle	Shinano Maru (s)	Nippon Yusen Kaisha.	Sept. 17, at 4 p.m.
Victoria, B.C., Tacoma	Pleiades (s)	Dodwell & Co. Limited	About Sept. 15.
Victoria, B.C., Tacoma	Lyra (s)	Dodwell & Co. Limited	September 29.
Vancouver (B.C.), &c.	Empress of India (s)	Canadian P'fic R. Co.	Aug. 30.
Vancouver (B.C.), &c.	Athenian (s)	Canadian P'fic R. Co	Sept. 12.
Vancouver (B.C.), &c.	Empress of Japan (s).	Canadian P'fic R. Co.	Sept. 27.

SHARE LIST.—QUOTATIONS.

August 23, 1906.

Stocks.	No. of Shares	Value.	Paid up.	Closing Quotations. Cash.
BANKS.				
Hongkong and Shanghai Bank Corp	80,00	$ 125	all	$835 London, £94.10
National Bank of China, Limited	99,925	£ 7	£ 6	$47
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$330, sellers
China Traders Insurance Co., Ld.	24,000	$ 83.33	$ 25	$100, sellers
North-China Insurance Co., Ld.	10,000	£ 15	£ 5	Tls. 85, sellers
Union Insurance Society, Ld.	10,000	$ 250	$ 100	$790, sales
Yangtsze Insurance Association, Ld.	8,000	$ 100	$ 60	$172½
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	20	$91, buyers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	50	$322½, buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ld.	50,000	$ 50	all	$144, sales & sellers
Geo. Fenwick & Co., Limited	18 000	$ 25	$ 25	$22, sellers
New Amoy Dock Co., Ld.	10,000	$ 6¼	$ 6¼	$18, sellers
Shanghai Dock and Eng. Co., Ld.	55,100	Tls. 100	Tls100	Tls. 100
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co., Ld.	30,000	$ 25	$ 25	$22, buyers
Douglas Steamship Co., Limited	20,000	$ 50	all	$47
HK. C. and M. Steamboat Co., Ld.	80,000	$ 15	$ 15	$27, buyers
Indo-China S. N. Company, Limited	60,000	£ 10	all	$75, buyers
Star Ferry Company, Ld.	10,000 10,000	$ 10 $ 10	$ 10 $ 5	$29, sellers $20, sellers
Shell Transport & Trading Co. Ltd.	2,000,000	£ 1	£ 1	27/6 sellers
Taku Tug and Lighter Co., Ld.	8,600	Tls. 50	Tls 50	Tls. 45
Shanghai Tug & Lighter Co., Ltd. do. Preference.	200,000 100,000	Tls. 50	Tls. 50	Tls. 60, sellers Tls. 50, sellers
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$145, buyers
Luzon Sugar Company Limited	7,000	$ 100	all	$91½, buyers
Perak Sugar Cultivation Co., Ld.	7,000	Tls. 50	T 50	Tls. 111
WHARVES.				
HK. & Kow. Wharf & Godown Co.	30,000 10,000	$ 50	all	$106, sales
Shanghai and Hongkew Wharf Co.	20,000 12,000	Tls. 100	Tls100	Tls. 242½, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	100	$110, sellers
Shanghai Land Investment Co., Ld	52,000	Tls. 50	Tls.50	Tls. 110
Kowloon Land and Building Company	6,000	$ 50	30	$38
Wei-hai-wei Land & Building Co., Ld	3,764	Tls. 25	Tls.25	Tls. 12, buyers
Humphreys Estate & Finance Co	150,000	$ 10	all	$11½
West Point Building Co., Limited	12,500	$ 50	$ 50	$50, sellers
TRAMWAYS.				
HK High-Level Tramways Co., Ld	1,250	$ 100	all	$235 buyers
MINING.				
Société Francaise des Charbonnages du Tonkin.	16,000	Frs. 25	all	$450, Nominal
Raub Aust. Gold Mining Co., Ld.	200,00	£ 1	18/10	$7
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	$ 50	all	$120, sales & buyers
Astor House Hotel Ltd. (Tientsin)	2,00	Tls.50	Tls.50	Tls. 135
Astor House Hotel Co., Ltd. (S'hai)	30.000	$ 25	$ 25	$31½
DISPENSARIES.				
A. S. Watson & Co., Limited.	90,000	$ 10	$ 10	$13, buyers
Watkins Limited	10,000	$ 10	$ 10	$4½, sellers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$175, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls.50	Tls. 122½
Hongkong Electric Co., Limited.	60,000	$ 10	$ 10	$15, sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	200,000	$ 10	$ 10	$22½
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	8,604	£ 12/6	12/6	$7
United Asbestos Oriental Agency, Limited	4,000 ord'y 100 fdrs	$ 10 $ 10	$ [illegible] $ 1	$8 $150
Hk. Steam Waterboat Co., Ltd.	15,000	$ 10	$ 10	$8, sellers
Hongkong Dairy Farm Co.	25,000	$ 7½	$ 6	$17
Hongkong Ice Company, Limited	5,000	$ 25	all	$236
Shanghai Waterworks Co., Ltd.	7,200	£ 20	£ 20	Tls. 420, buyers
H'kong Rope Manufactory Co., Ld	50,000	$ 10	all	$29, sellers
Hongkong Cotton Spinning Co., Ld	125,000	$ 10	$ 10	$15, buyers
Ewo Cotton Spinning and Weaving Co., Ld.	20,000	Tls. 50	Tls 50	Tls. 78
International Cotton Manufacturing Co., Ld.	10,000	Tls. 75	Tls.75	Tls. 66
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls100	Tls. 80
Soy Chee Cotton Spinning Co., Ld	2,000	Tls. 500	Tls 500	Tls. 300
China Provident Loan Mortgage Co. Ld.	200,000	$ 10	$ 10	$9½, buyers
China Borneo Company, Ltd.	60,000	$ 12	$ 12	$12, sellers
Campbell, Moore & Co., Limited	1,200	$ 10	all	$32
Wm. Powell, Ld.	12,000 3,000	$ 10	$ 10	$10½, sellers
Shanghai and Hongkong Dyeing and Cleaning Co., Ld.	1,20	$ 50	$ 50	Nominal
South China Morning Post	6,00	$ 25	$ 2	$19, buyers
China Light and Power Company	50,00	$ 10	$ 10	$10½, buyers
Steam Laundry Company, Limited.	20,000	$ 5	$ 5	$6
CIGAR COMPANIES.				
Philippine Co., Ld.	67,50	$ 1	$ 1	$5
Alhambra Limited	300	$ 500	$ 50	$100

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886 a Tls.	767,200	Tls. 250	7 % p. annum	Par.

VERNON and SMYTH *Share-Broker.*

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